



Submittal of Qualifications

I-64 Widening and Route 623 Interchange Improvements

Goochland County and
Henrico County, Virginia

A DESIGN/BUILD PROJECT

Contract ID No.: C00070542DB55

Date: November 15, 2012



ATTACHMENT 2.10**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00070542DB55
 PROJECT NO.: 0064-964-110, P101, C501, RW201

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this acknowledgement in the SOQ may result in the rejection of your SOQ.

By signing this Attachment 2.10, the Offeror acknowledges receipt of the RFQ and/or following revisions and/or addenda to the RFQ for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1. Cover letter of RFQ 09/25/2012
(Date)
2. Cover letter of Addendum #1 - 11/01/2012
(Date)
3. Cover letter of _____
(Date)



 SIGNATURE

11/15/2012

 DATE

Aaron T. Myers, Vice President/General Manager
 American Infrastructure-VA, Inc.

3.1.2 SOQ Checklist

ATTACHMENT 3.1.2

Addendum No. 1

Project: 0064-964-110, P101, C501, RW201

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Offerors shall furnish a copy of this Statement of Qualifications (SOQ) Checklist, with the page references added, with the Statement of Qualifications.

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	n/a
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	n/a
Letter of Submittal (on Offeror's letterhead)				Pages 1-3
Authorized Representative's signature	NA	Section 3.2.1	yes	Page 3
Offeror's point of contact information	NA	Section 3.2.2	yes	Page 2-3
Principal officer information	NA	Section 3.2.3	yes	Page 3
Offeror's Corporate Structure	NA	Section 3.2.4	yes	Page 3
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	Page 3
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	n/a
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	n/a
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	n/a
Evidence of obtaining bonding	NA	Section 3.2.9	no	n/a

ATTACHMENT 3.1.2

Addendum No. 1

Project: 0064-964-110, P101, C501, RW201

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	n/a
SCC Registration	3.2.10	Section 3.2.10.1	no	n/a
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	n/a
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	n/a
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	n/a
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	Page 3
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	Page 4-8
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	n/a
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	n/a
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	n/a
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	n/a
Organizational chart	NA	Section 3.3.2	yes	Page 6
Organizational chart narrative	NA	Section 3.3.2	yes	Page 6-8

ATTACHMENT 3.1.2

Addendum No. 1

Project: 0064-964-110, P101, C501, RW201

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Experience of Offeror's Team				Page 9-10
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	n/a
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	n/a
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Page 11-15

3.2 Letter of Submittal



301 Concourse Boulevard, Suite 300
Glen Allen, VA 23059
Phone: 804-290-8500 Fax: 804-418-7935
www.americaninfrastructure.com

November 15, 2012

Stephen D. Kindy, P.E.
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Letter of Submittal / Statement of Qualifications Submission:
I-64 Widening and Route 623 Interchange Improvements
Contract ID Number: C00070542DB55

Dear Mr. Kindy:

American Infrastructure-VA, Inc (AI-VA), in collaboration with its lead design firm Rinker Design Associates, PC (RDA) will provide Virginia Department of Transportation (the Department) with a superior proposal utilizing our strategic strengths for the I-64 Widening and Route 623 Interchange Improvements Design-Build Project in Goochland and Henrico Counties, VA (the Project).

AI TEAM KEY MEMBERS

AI-VA is an industry leader in safety, quality, technology, and customer satisfaction. We consistently raise the metrics by which we measure our success in exceeding our Customers Expectations. With headquarters 3.4 miles from the Project in Glen Allen, AI-VA is an established leader in Design-Build Projects in the Commonwealth of Virginia. American Infrastructure is also vertically integrated with 11 asphalt plants, with our Rockville Plant located just 1.4 miles from the Project. American Infrastructure was awarded the ABC National Contractor of the Year Award for 2011. In addition, AI-VA was awarded the Design-Build Institute of America, Mid-Atlantic Region Merit Award for Transportation for the Richmond Airport Connector Road project (\$39.4M) in Henrico County, VA.



Rinker Design Associates, P. C. (RDA) is a Virginia-based firm and Design-Build innovator. They have been the lead designer for eight Design-Build projects within the last ten years. RDA will manage and develop the design for this Project from their Glen Allen office, located 3.4 miles from the Project site and in the same office building as AI-VA.

McDonough, Bolyard, and Peck, Inc. (MBP) is a professional construction consulting firm specializing in construction management and inspection services and will manage the Quality Assurance from their Richmond office, with focus on providing the Department a cost effective and quality Project.

AI-VA, RDA, MBP and our subconsultants are referred to as the AI Team through this submittal.

AI TEAM STRENGTHS

Because we have worked together previously, the AI Team consistently implements risk mitigation strategies to identify Project risks before they become critical. AI-VA and RDA are currently building the VDOT Middle Ground Boulevard Extension Design-Build Project (\$32.5M) in Newport News. Also, AI-VA and RDA were recently awarded the VDOT I-581/Elm Avenue Interchange Improvements Design-Build Project (\$20.4M) in Roanoke. Together these projects were bid at \$12.1M lower than the next low bid, saving VDOT and the Commonwealth scarce transportation funds that can be used on other projects.



The AI Team Key Personnel have strengths in their specific project roles as well as experience mitigating project risks. Their experience includes maintenance of traffic and transportation management plan development, planning and scheduling to meet milestone dates and accelerated scheduling as needed, as well as responsible environmental management.

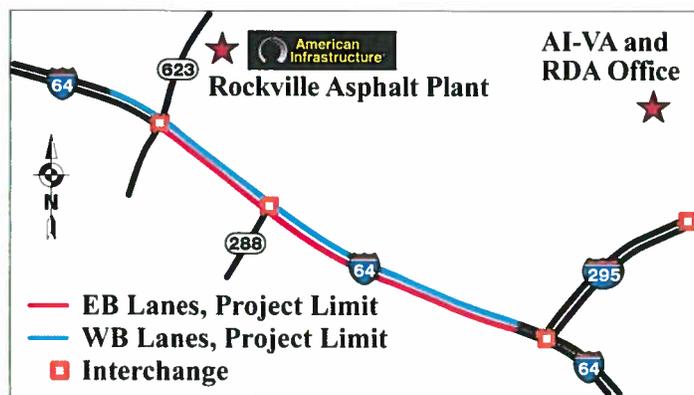


Figure 3.2.1 AI’s Asphalt Plant and AI-VA / RDA Offices are in close proximity to the Project. The Rockville Asphalt Plant and Offices are 1.4 miles and 3.4 miles from the Project respectively, which will minimize schedule risks.

AI-VA will control safety and production on the Project, including self performing all heavy civil work operations. Furthermore, AI-VA will self-perform the paving operations and control asphalt material supply to the Project from our Rockville Asphalt Plant, which is located within 1.4 miles from the Project. With these advantages and construction phasing schedule opportunities, AI-VA recognizes the opportunity to complete the Project prior to the November 2015 completion date.

AI-VA and RDA’s corporate offices are located 3.4 miles of the Project. This close proximity to the Project provides an intimate understanding of the traffic challenges within the project corridor, as well as the ability to meet face to face with Department representatives very quickly should any major issue arise during construction.

A PROVEN SAFETY RECORD

AI-VA provides a culture of safety and excellence which is evidenced through our policies and safety performance. We believe a project is truly considered successful when the goal of zero incidents is achieved. AI-VA teaches its employees to recognize unsafe conditions, and authorizes ALL employees, subcontractors, and project stakeholders to stop a work activity if an unsafe condition is observed.

AI-VA has not been issued an OSHA citation in the past five years and maintains an Experience Modification Rate considerably lower than the construction industry standard of 1.00. The AI Team will assign a full-time Safety Coordinator to the Project to ensure 100% compliance in wearing hardhats, eye protection, foot protection, and reflective clothing. To ensure subcontractors and subconsultants are compliant with the safety policies and procedures, AI-VA will conduct a “Safe Start Meeting” with each subcontractor and subconsultant prior to starting work on the Project. Our Safety Coordinator will also support the Construction Team in Maintenance of Traffic (MOT) implementation and traffic pattern monitoring.

AI-VA SAFETY PERFORMANCE		
Year	EMR	OSHA Violations
2011	0.69	0
2010	0.80	0
2009	0.75	0
2008	0.68	0

AI-VA has extensive safe-work experience for roadway widening, night paving, and bridge reconstruction projects. Our roadway crews and supervisors are certified through ATSSA and VDOT’s Advanced Work Zone Traffic Control Training for implementation and inspection of traffic patterns. We will institute a comprehensive fall protection program and develop a job-specific Crane Safety Program for the Project.

SUBMITTAL REQUIREMENTS

The AI Team submits the information below as detailed in Section 3.2 of the Request for Qualifications:

3.2.2 M. Jeff Humphreys, Jr. is the point of contact for the AI Team. As Design-Build Project Manager, he will be responsible for the oversight of the entire AI Team. His contact information is as follows:



M. Jeff Humphreys, Jr. Design-Build Project Manager 301 Concourse Boulevard – Suite 300 Glen Allen, VA 23059	804.290.8514 (Telephone) 484.993.6638 (Fax) 804.683.0553 (Cell) jeff.humphreys@americaninfrastructure.com
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3.2.3 The principal officer of American Infrastructure-VA, Inc. with whom a Design-Build contract with VDOT would be written is:

Aaron Myers Vice President/General Manager 301 Concourse Boulevard – Suite 300 Glen Allen, VA 2305	804.290.8500 (Telephone) 804.418.7935 (Fax) aaron.myers@americaninfrastructure.com
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3.2.4 American Infrastructure – VA, Inc. is a registered Corporation in the Commonwealth of Virginia and will take financial responsibility for the Project. A single performance bond and a single payment bond will be provided for the Project.

3.2.5 American Infrastructure – VA, Inc. will be the lead contractor and Rinker Design Associates, PC will be the Lead Designer for the Project.

3.2.6 All affiliated and subsidiary companies are identified on Attachment 3.2.6 in **APPENDIX 3.2.6**.

3.2.7 The executed Certification Regarding Debarment Forms are included in **APPENDIX 3.2.7**.

3.2.8 American Infrastructure – VA is active, in good standing and prequalified to bid on the Project as outlined in VDOT’s Rules Governing Prequalification Privileges. AI-VA’s prequalification number is G303 and our prequalification certificate is included as in **APPENDIX 3.2.8**.

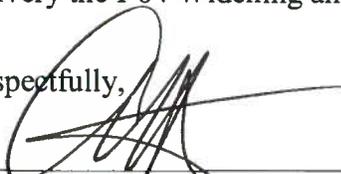
3.2.9 AI-VA has the capability to obtain a performance and payment bond for the \$31M estimated contract value of Project. See the Letter of Surety in **APPENDIX 3.2.9** from Rosenberg & Parker, dated Nov, 15, 2012.

3.2.10 The summary of professional licenses Attachment 3.2.10 as well as full size copies of individual licenses for the AI Team business entities and Key Personnel are included in **APPENDIX 3.2.10**.

3.2.11 The AI Team supports the establishment and preservation of small businesses owned by women and minorities and is committed to achieving the 10% DBE participation goal for the Project.

Through our commitment to safety, aggressive schedule management, and environmental responsibility, the AI Team will mitigate the risks on the Project with minimal Department involvement. By utilizing our competitive advantages of self-performed paving and control of asphalt supply from AI’s Rockville Asphalt Plant, the AI Team will provide a competitive proposal for the Department and ultimately successful delivery the I-64 Widening and Route 623 Interchange Improvements Project.

Respectfully,



Aaron T. Myers, VP/GM
American Infrastructure – VA, Inc.



M. Jeff Humphreys, Jr., DBPM
American Infrastructure – VA, Inc.

3.3 Team Structure

American Infrastructure - VA, Inc. has developed a team of qualified professionals experienced in working with the Department on Design-Build projects similar to the I-64 Widening and Route 623 Interchange Improvements Project. The AI Team is comprised of the following firms:



American Infrastructure – VA, Inc. (AI-VA) has provided quality construction services in the Mid-Atlantic region since 1939 and as American Infrastructure-VA, Inc. (AI-VA) in the Commonwealth of Virginia since 1967. A Virginia contractor with a regional workforce of more than 310 employees and 240 pieces of heavy equipment and rolling stock, AI-VA has the available skilled workforce and equipment to respond immediately to the needs of the Project. AI-VA is backed by the resources of its parent company, American Infrastructure, with a fleet of over 1300 pieces of heavy equipment and rolling stock and a dedicated field staff of more than 1600 people. With annual revenues in excess of \$500M, AI has performed over \$2B of construction in the Mid-Atlantic area over the last five years with \$1.3B of this work specifically in the highway and bridge sectors.



Rinker Design Associates, PC (RDA) will be the lead designer for the Project and provide AI-VA with roadway, structural, utility, and drainage design. RDA is a mid-sized firm of over 100 employees with locations in Manassas (main office), Fredericksburg, and Glen Allen, Virginia. RDA has been providing professional services throughout Virginia for over 30 years. RDA is a Virginia-Certified Small Business (DMBE Certification #652784) and a leading provider of professional civil engineering, transportation engineering, environmental, surveying, right-of-way acquisition, utility design and coordination, and permitting services and consistently receives “exceeds expectations” on their consultant performance reports from the Department. RDA focuses on preparing high quality, functional, and ecologically sound plans and documents, which are accurate and have built-in value to their clients.



McDonough Bolyard Peck, Inc. (MBP) will provide independent Quality Assurance for the Project. A professional construction consulting firm specializing in construction management and inspection, MBP provides expertise in project management and construction quality assurance inspection with proven experience on a multitude of projects for the Department. Headquartered in Fairfax, VA, MBP will manage this Project through their Richmond, VA office. MBP’s inspectors have expert knowledge of the Department’s standards and specifications as well as required training and certifications.



KCI Technologies, Inc. (KCI) will provide structural design services for the Project. In October 2012, Triplett-King & Associates, Inc. (TKA) was acquired by KCI Technologies, Inc. in order to better serve existing clients by providing a broader range of services and a larger staff of highly-qualified experts in the transportation industry. KCI Technologies Inc. is a multi-discipline consulting engineering firm founded in 1955 and headquartered in Sparks, MD. KCI employs more than 1,000 people located in 24 offices predominately throughout the East Coast and is currently ranked 96th on the Engineering News-Record listing of United States engineering firms. AI-MD, a sister company of AI-VA, and KCI have successfully completed a design-build project for MSHA on I-695.



ECS Mid-Atlantic, LLC (ECS) will provide independent Quality Assurance laboratory services. Founded in 1988, ECS is a leader in environmental, geotechnical and cultural resources engineering as well as construction observation and testing services. Their 7 regional labs are WACEL, AASHTO, AMRL, CCRL and USACE certified.



Froehling & Robertson, Inc. (F&R) will provide independent Quality Control construction inspection and geotechnical analysis and design for the Project. Headquartered in Richmond with 13 offices total, F&R possesses the local resources to deliver the services required for the Project. A woman owned business in operation since 1881, F&R’s core competencies include construction materials testing and geotechnical engineering.

3.3.1 KEY PERSONNEL

The AI Team’s key personnel are experienced in their respective project roles and at managing project risks including maintenance of traffic/transportation management plan (MOT/TMP) risks, schedule risks, and environmental risks. Their experience includes projects of similar size and scope to the Project.

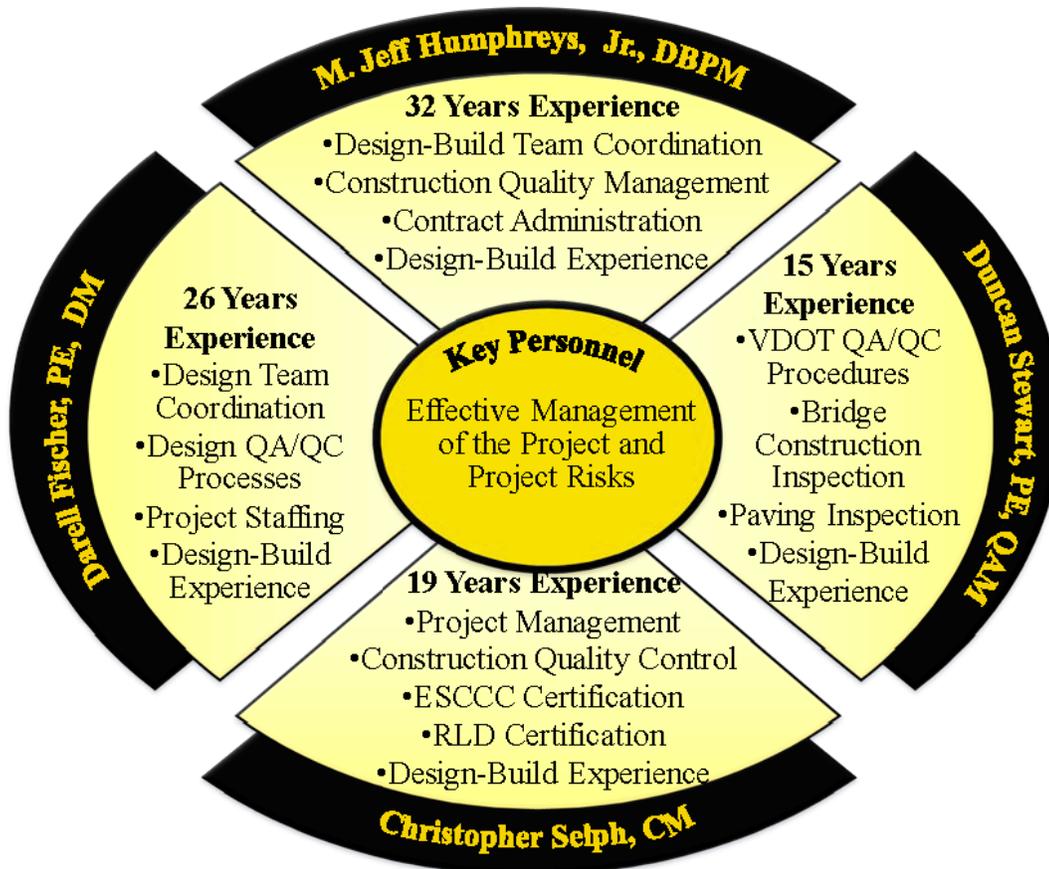


Figure 3.3.1: AI Team Key Personnel. The AI Team key personnel are experienced in their roles for this Project and will reduce risks through personal experience and team accountability.

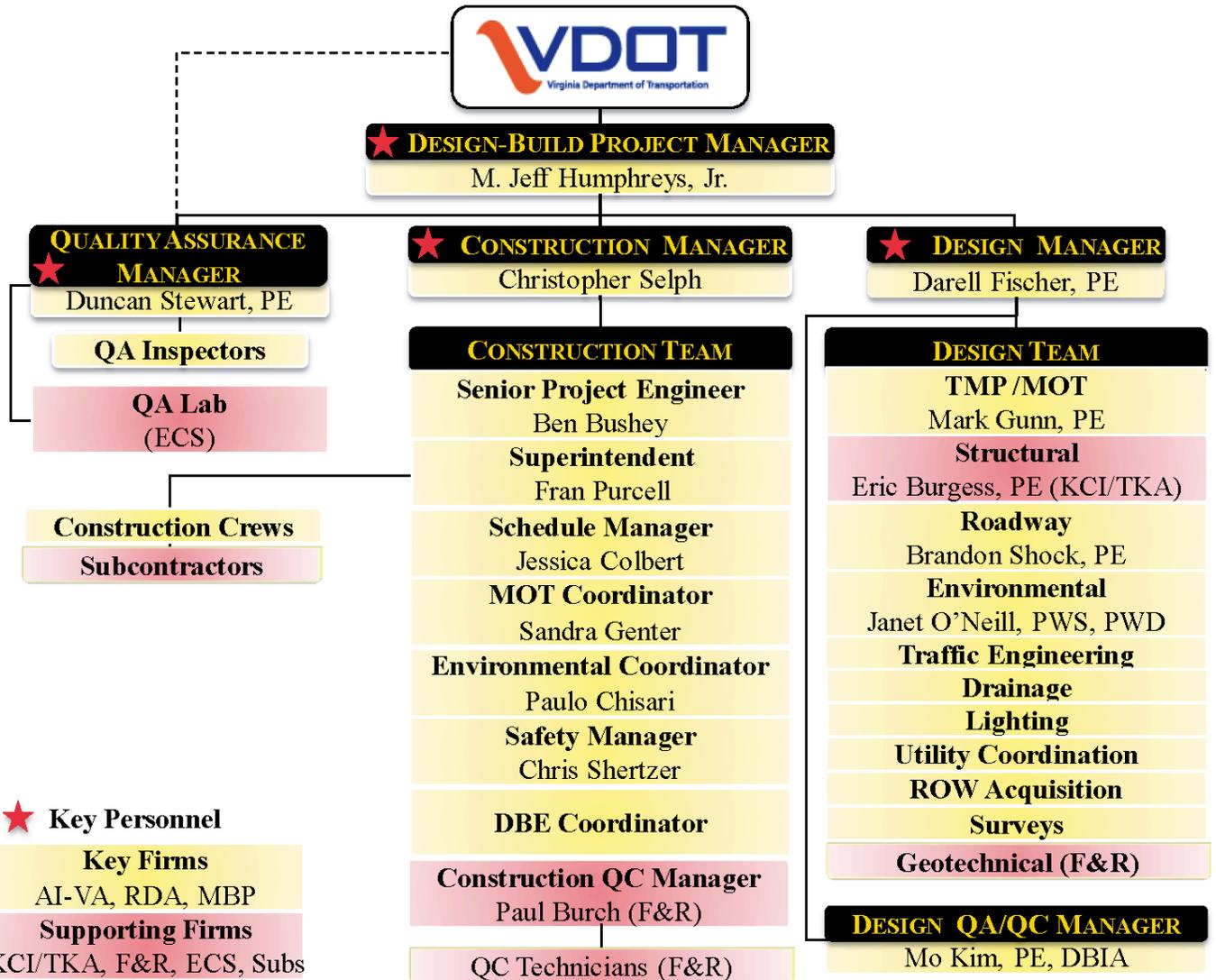
EXPERIENCE RELATED TO PROJECT RISKS

M. JEFF HUMPHREYS, JR. DBPM	DUNCAN STEWART, PE, QAM	DARELL FISCHER, PE, DM	CHRISTOPHER SELPH, CM
✓ MOT/TMP	✓ MOT/TMP	✓ MOT/TMP	✓ MOT/TMP
✓ Schedule	✓ Schedule	✓ Schedule	✓ Schedule
✓ Environmental	✓ Environmental	✓ Environmental	Environmental

3.3.2 ORGANIZATIONAL CHART

The organizational chart illustrates the “chain of command”, major functions to be performed, and their reporting relationships for the AI Team. The clear separation and independence between the Quality Control (QC) and Quality Assurance (QA) programs for construction activities is shown, in accordance with the VDOT’s Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects, January 2012. Key Personnel are identified by a red star.

In addition to Key Personnel, the AI Team has identified team leads for pertinent disciplines to provide comprehensive project management and risk mitigation expertise to minimize the support needed from the Department.



FUNCTIONAL RELATIONSHIPS

The Department - The Department will provide guidance, oversight, and approvals for design and construction of the Project and will facilitate communication with other review agencies if necessary and assist in coordinating public communications. Furthermore, the Department will be a key teaming partner to ensure successful delivery of this Project to the public.

Design-Build Project Management - Design-Build Project Manager (DBPM), Mr. Humphreys (AI-VA) will be responsible for the overall project design, construction, quality management, and contract administration for the Project. The Design-Build Project Manager will report directly to the Department’s Project Manager and will be the primary point of contact for VDOT and other agencies

The Quality Assurance Team - The Quality Assurance Team will be led by the Quality Assurance Manager (QAM), Mr. Duncan Stewart, PE (MBP). Mr. Stewart will be responsible for QA inspection and testing of all materials used and work performed on the Project, including monitoring of the construction QC program, and will ensure all work and materials, testing, and sampling are performed in accordance with the contract requirements and the “approved for construction” plans and specifications. Mr. Stewart will report directly to Mr. Humphreys, DBPM, with oversight and direct reporting to the Department. Mr. Stewart will be supported by MBP’s QA Inspectors and ECS for independent QA materials testing.



The Design Team - Design Manager (DM), Mr. Darell Fischer, PE (RDA) will lead the Design Team and coordinate the individual design disciplines including TMP/MOT, structural, roadway, environmental, traffic, drainage, lighting, utility coordination, right of way acquisition (if needed), surveys, and geotechnical. Mr. Fischer will report to Mr. Humphreys, DBPM and will ensure the overall project design conforms to the contract documents. He will establish and oversee the design Quality Assurance and Quality Control (QA/QC) program, including review of design criteria, design calculations, working plans, shop drawings, specifications, and constructability. The Design Team leads for all disciplines will provide design services in their areas of expertise and will report directly to Mr. Fischer. The Design QA/QC Manager will provide design quality control reviews and quality assurance compliance and will report directly to Mr. Fischer. KCI/TKA will provide structural engineering and F&R will provide geotechnical analysis and design expertise and will report to Mr. Fischer.

The Construction Team Construction Manager (CM), Mr. Christopher Selph (AI-VA) will be responsible for managing the construction process, including QC activities and will report to Mr. Humphreys, DBPM. Mr. Selph will be on the Project site for the duration of the construction operations and will ensure materials used and work performed meet contract requirements and “approved for construction” plans and specifications. The Construction Team will include the superintendent, senior project engineer, schedule manager, MOT coordinator, environmental coordinator, DBE coordinator, and Safety Manager who will all report to Mr. Selph.

Superintendent Fran Purcell (AI-VA) will be responsible for all field operations including coordination of all AI-VA crews and subcontractors and managing overall project production. Senior Project Engineer Ben Bushey (AI-VA) will be responsible for construction quantities, project documents, and dissemination and implementation of RFC plans, plan revisions, and field changes. Schedule Manager Jessica Colbert (AI-VA) will be responsible for the Project CPM schedule and identifying any schedule issues as early as possible. MOT Coordinator Sandra Genter (AI-VA) will ensure MOT is implemented per plan and safely for the public and AI-VA’s crews. Environmental Coordinator Paulo Chisari (AI-VA) will make certain the erosion and sediment controls are installed per plan and properly maintained throughout construction. DBE Coordinator Matt McDermott (AI-VA) will solicit DBE participation to ensure the DBE goal for the Project is met. Safety Manager Chris Shertzer (AI-VA) will ensure construction activities meet AI-VA safety standards and comply with any Project specific safety policies.

COMMUNICATION

The AI Team has established effective methods for team communication through our previous teaming experience, and will include the Department and other stakeholders in our team communication through inclusion in our partnering process. The goal of our formal partnering process is a unified team approach to make certain the Project is successful both for the Department and for the travelling public.

During the design phase, the AI Team will hold regularly scheduled design coordination meetings and constructability reviews with all pertinent design disciplines and their construction counterparts. The design coordination meetings will address design milestones, submission schedules, safety requirements, and maintainability. The constructability reviews will evaluate the design feasibility, construction means and methods, and schedule management. Furthermore, “over the shoulder reviews” will provide a forum for the Department’s input and feedback on the design concept prior to submission of the plans for approval.

During the construction phase, the AI Team will have daily “up-to” meetings, weekly planning and scheduling meetings, and monthly progress meetings. Daily “up-to” meetings between the CM, the QAM’s Senior Inspector, and the Department’s on-site representative will help schedule inspection staff and keep open communication about Project progress. AI-VA’s weekly planning and scheduling meetings will develop “3-Week Look Ahead Schedules” and will include the Construction Team, the QA Team, and Design Team members as needed. Monthly project meetings with the Department will include the AI

Team’s DBPM, DM, CM, QAM and other team members, as necessary, to review overall Project progress and discuss any issues that will affect the schedule.

Additional AI Team Members	Yrs of Exp	Notable Projects
Mark Gunn, PE TMP/MOT Design Lead RDA	15	James Madison Highway Design-Build (Prince William County) Stringfellow Road (Route 645) Widening (VDOT) Prince William Parkway Widening (Prince William County)
Eric Burgess, PE Bridge Design Lead KCI/TKA	12	Route 288/I-64 Interchange PPTA (VDOT) Multiple Bridge Replacements Design-Build (VDOT) I-520 Palmetto Parkway, Phases I & II Design-Build (SCDOT)
Brandon Shock, PE Roadway Design Lead RDA	13	I-81 Improvements - Roanoke and Rockingham (VDOT) Pimmers Point Interchange (VDOT) Dulles International Access Highway (MWA)
Janet O’Neill Environmental Manager RDA	38	James Madison Highway Design-Build (Prince William County) Route 28 South Widening (Prince William County) Poplar Road (Route 627) Reconstruction (Stafford County)
Mo Kim, PE Design QA/QC Manager RDA	18	James Madison Highway Design-Build (Prince William County) Sudley Manor Drive PPTA (Prince William County) Stringfellow Road (Route 645) Widening (VDOT)
Ben Bushey Sr. Project Engineer AI-VA	5	Airport Connector Road Design-Build (Transurban) Route 29 over Tye River Design-Build (VDOT) Route 10 over CSX Railroad (Chesterfield County)
Fran Purcell Superintendent AI-VA	28	Airport Connector Road Design-Build (Transurban) Middle Ground Boulevard Extension Design-Build (VDOT) Route 60 and German School Rd Widening (VDOT)
Jessica Colbert Scheduling Manager AI-VA	9	Airport Connector Road Design-Build (Transurban) Middle Ground Boulevard Extension Design-Build (VDOT) I-581/ Elm Ave Interchange Improvement Design-Build (VDOT)
Sandra Genter MOT Coordinator AI-VA	29	Hampton Boulevard Grade Separation (VDOT) Route 208 Bridge Rehabilitation over Lake Anna (VDOT) Route 29 over Tye River Design-Build (VDOT)
Paulo Chisari Environmental Coordinator AI-VA	17	Hampton Boulevard Grade Separation (VDOT) Pier 5 Replacement Norfolk Naval Shipyard Route 1 Interchange Woodrow Wilson Bridge Project
Chris Shertzer Safety Manager AI-VA	7	Airport Connector Road Design-Build (Transurban) Route 60 and German School Rd Widening (VDOT) Route 29 over Tye River Design-Build (VDOT)
Paul Burch QC Manager F&R	24	Airport Connector Road Design-Build (Transurban) Gayton Road Extension (Henrico County) Robious Road Improvements (VDOT)

The AI Team is a well integrated organization of qualified individuals with clear lines of communication amongst our team and all stakeholders and a clear separation of QA and construction. The AI Team will successfully deliver this Project in accordance with all contract requirements while managing and mitigating all Project risks.

The I-64 Widening and Route 623 Interchange Improvements Project presents challenges such as demanding MOT requirements, an aggressive schedule, and environmental sensitivities which require intense and detailed planning. The synergy AI-VA and RDA have developed through our previous pursuits and current design-build projects is an asset to the Department. This is an asset because we have learned how to align our team to meet the expectations of the Department and their customer, the public. The AI Team and the Department have a mutual responsibility to provide the Project safely with minimal inconvenience to the public, who are ultimately our customers.

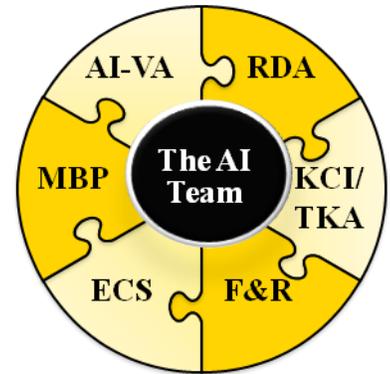


Figure 3.4.1. The AI Team.
Six qualified firms working together as one comprehensive team will meet the Project goals.

AI-VA EXPERIENCE

AI-VA and our affiliated companies have delivered many complex and challenging highway projects, very similar in scope, size, and complexity to the Project. To date, AI has been awarded over \$205M of design-build projects in the Mid-Atlantic Region. In Virginia, our active design-build highway projects are the Middle Ground Boulevard Extension project in Newport News (\$32.5M) and the I-581/Elm Avenue Interchange Improvements project (\$20.4 M). These projects provided a \$6.0M and \$6.1M cost savings to the Department, respectively, when compared with the second offeror. As a joint venture partner, AI-VA was recently selected as the design-build contractor for the Route 460 Corridor Improvements project (\$1.4 B). AI-VA completed the VDOT Route 29 Bridge over Tye River Design-Build project in Amherst/Nelson Counties (\$6.7M) 11 months ahead of schedule.

APPENDIX 3.4.1 (WORK HISTORY FORMS) contains three relevant projects demonstrating AI-VA's qualifications to fill the role of Lead Contractor.

- Airport Connector Road Design-Build project
- B26 Hampton Boulevard Grade Separation project
- K77 I-95 Milling and Overlay project

American Infrastructure was awarded the ABC National Contractor of the Year Award for 2011. In addition, AI-VA was awarded the Design-Build Institute of America, Mid-Atlantic Region Merit Award for Transportation for the Airport Connector Road project.

RDA EXPERIENCE

As a lead designer, RDA has extensive experience on Design-Build/Public Private Partnership (PPTA) projects. In addition to teaming with AI-VA on the Middle Ground Boulevard Extension and I-581/Elm Avenue Interchange Improvements projects, RDA's project experience includes the Stringfellow Road (Route 645) Widening and I-81 Exit 310 projects for VDOT.

APPENDIX 3.4.1 (WORK HISTORY FORMS) contains three relevant projects demonstrating RDA's qualifications to fill the role of Lead Designer.

- James Madison Highway (Route 15) project
- Route 36 Improvements Design-Build project
- Sudley Manor PPTA project

WORKING RELATIONSHIPS OF TEAM MEMBERS

AI-VA and RDA share similar philosophies regarding quality and our approach to completing projects and have developed integrated processes and procedures, with open and effective lines of communication. AI-VA and RDA also have long-standing relationships with subconsultants and subcontractors and understand the value they bring to the AI Team. Because AI-VA intends to self-perform the majority of construction to

control schedule and cost, major subcontractors are not anticipated. However, we will be working with select and local subcontractors for specific project needs and to meet the Project DBE goals.

AI Team Experience	AI-VA	RDA	MBP	F&R	ECS	KCI/TKA
Middle Ground Boulevard Extension Design-Build Project (\$32.5M), Newport News, VA	✓	✓		✓		
Route 29 Bridge over Tye River Design-Build Project (\$6.7M), Amherst/Nelson Counties, VA	✓			✓		
Airport Connector Road Design-Build Project (\$39.5M), Henrico County, VA	✓		✓	✓	✓	
I-581/Elm Avenue Interchange Improvements Design-Build Project (\$20.4M), Roanoke, VA	✓	✓	✓	✓		
Hampton Boulevard Grade Separation Project (\$39M), Norfolk, VA	✓				✓	
I-64 Exit 91 Design-Build Project SOQ (\$32M) Augusta County, VA	✓	✓		✓		
Sycolin Road Design-Build Project SOQ (\$14.5M) Leesburg, VA	✓					✓
I-64 Zions Crossroads Interchange Improvement Design-Build Project SOQ (\$7.5M) Louisa County, VA	✓	✓		✓		
I-581 Valley View Blvd. Design-Build Project SOQ (\$20M) Roanoke, VA	✓	✓		✓	✓	

Figure 3.4.2. Previous Design-Build Experience of the AI Team. *The AI Team has significant previous experience working together on design-build projects that will ensure the smooth management and delivery of the I-64 Project and require little external support from the Department.*

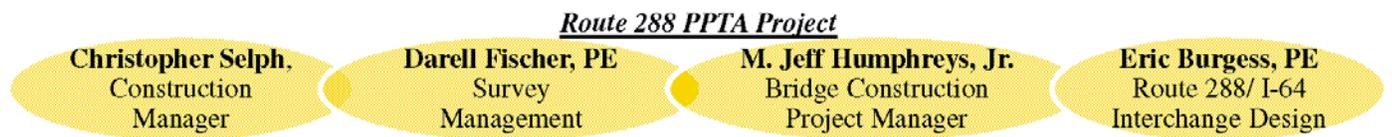


Figure 3.4.3. Team Member involvement on previous Design-Build project. *Several team members worked together on another Design-Build project for the Department, which strengthens the AI Team through established internal relationships.*

Our established team dynamics, similar company values, and individual strengths will provide confidence to the Department that the AI Team is qualified to provide successful delivery of the I-64 Widening and Route 623 Interchange Improvements Project.

The AI Team has considered the I-64 Widening and Route 623 Interchange Improvements Project scope, location, and challenges to determine the three critical project risks. The AI Team has identified Maintenance of Traffic/Transportation Management Plan, the project Schedule, and the Environmental Coordination as the three risks most critical to the success of the Project.

RISK 1 – MAINTENANCE OF TRAFFIC / TRANSPORTATION MANAGEMENT PLAN

Risk Description - The I-64 corridor through Richmond carries a significant amount of traffic. The current ADT through the Project is in excess of 48,000 vehicles per day (> 24,000 in each direction) west of Route 288 and more than 63,000 vehicles per day (> 31,000 in each direction) east of Route 288. Route 623 carries about 10,000 vehicles per day which is about half that of I-64 on a per lane basis. Based on these numbers and observations in the field, these routes are heavily traveled and vehicle operational speeds most likely exceed posted and probably design speeds. A strong MOT/TMP program is critical to protect both the traveling public and our Construction Team members during construction of the Project.

ADT THROUGH THE PROJECT
West of Route 288
48,000 Vehicles per Day
East of Route 288
63,000 Vehicles per Day
Route 623
10,000 Vehicles per Day

Impact - When dealing with high speed facilities such as Route I-64, reaction and response time is limited. Therefore, traffic controls must be clear and concise in order to move traffic through the work zone safely. Otherwise this creates a safety hazard to both the travelling public and our construction crews.

Construction vehicles exiting and entering the interstate from work zones along the left side of traffic can present a hazard if not clearly delineated. Construction vehicle access points will occur at multiple locations due to the significant length of the Project. In addition to construction vehicle access points, there are several emergency vehicle cross-overs that will be open during construction for emergency vehicle access. Inadequate access or blocking of these cross-overs could significantly delay emergency vehicles.

The interchange modifications included as part of the Project will be constructed under traffic which can cause major delays when not implemented correctly, leading to driver distraction and frustration. These factors can be dangerous independently and together, they create a significant risk of accidents.

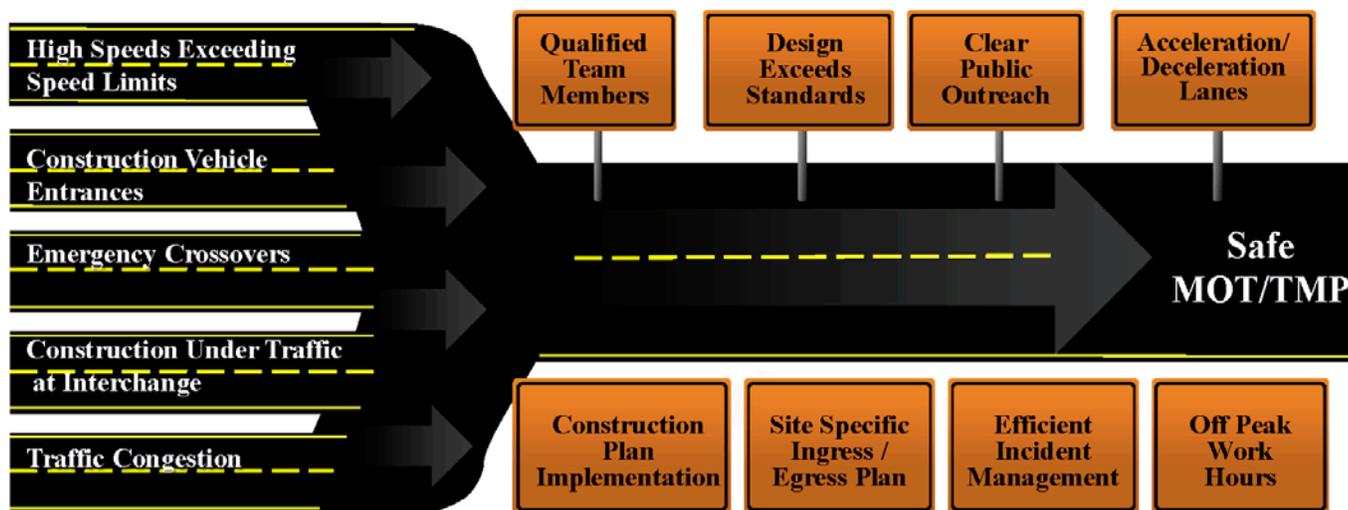


Figure 3.5.1. MOT Risk Identification and Mitigation Plan. Through a well developed plan and careful construction implementation, the AI Team will minimize the MOT Risk on the I-64 Project and maintain traffic flow and a safe work zone.

Mitigation - The best mitigation for the MOT/TMP Project risk is preparation. This preparation starts with having qualified individuals assigned to the Project, developing a design consistent with standards, and

through implementing the plan properly during construction, and appropriately manage any incidents. Our commitment to this risk mitigation is supported by our safety culture and “Home Safe Tonight” initiative.

Through our teaming experience, the AI Team has fine tuned our mitigation strategy on MOT/TMP issues. Our MOT/TMP team is comprised of VDOT certified professionals and practitioners in the Advanced Work Zone Traffic Control Training. On the design side, the Design Manager, Roadway Design Lead, and the MOT/TMP Design Lead ensure compliance with VDOT’s Road Design Manual and the Instructional and Informational Memoranda. On the construction side, the MOT Coordinator and Safety Manager will coordinate directly with the MOT/TMP Design Team to help resolve issues at the design stage and make certain the design is consistent with AI-VA’s means and methods and then implemented in the field.

Our approach to incident management is guided by strong communication. Our incident management plan will identify all stakeholders that need to be notified with appropriate lead times, and address “how” and “how quick” our team will reopen any lane or shoulder closures necessary should an incident occur.

Our design approaches to mitigate the MOT/TMP risk will include using acceleration/deceleration lanes, choosing the appropriate design speed, proper signing and advanced warning, and a clear public outreach plan. In addition to properly implementing the MOT plan, our construction approaches will include closing construction vehicle entrances during non-working hours, and a site specific ingress/egress plan.

The Department’s Role - Expedited design reviews and a collaborative team approach will help mitigate this risk. The AI Team will start the Project with a voluntary partnering meeting with the Department and other stakeholders. Our goal is to work as a unified team to deliver the Project timely and meet the needs of the community and goals of the Department. We will encourage the Department’s participation in “over the shoulder” reviews to address any concerns early and expedite approval. We anticipate the Department will provide background information, changes in requirements and support with community outreach.

RISK 2 –SCHEDULE

Risk Description - The Department’s proposed schedule for the Project is a significant risk. With anticipated award July 17, 2013 and Substantial and Final Completion of November 20, 2015, the design and construction period is approximately 28 months.

Impact - Working backward from the anticipated Final Completion Date, the schedule is driven by allowable ambient temperatures for the final lift of asphalt (SMA). This work will be performed during night time hours to comply with traffic restrictions. Typically temperatures in October are not conducive to night-time paving, so the SMA must be placed starting in August 2015.

In addition to the new third through lane, the Project also requires the milling and overlay of the existing lanes of I-64 in both directions. The overlay work will and must be performed after the completion of the new third lanes and the bridge work at Little Tuckahoe Creek (LTC), which requires three phases of construction. Phase One will reconstruct the outside shoulders, Phase Two will construct the third lane and shoulder as well as bridge reconstruction along the inside of the roadway, and Phase Three will reconstruct the bridges along the outside of the roadway. The construction time for the three phases independently would be 18 months plus 8 months of design for a total of 26 months prior to Phase Four final paving. This would be sufficient to meet the Project Substantial and Final Completion Dates if not for the SMA temperature restrictions, which will require all other construction work to be completed in 16 months.

Mitigation - The AI Team will mitigate the schedule risk by working areas concurrently utilizing multiple crews and by providing additional MOT resources to expedite Phase Three bridge construction and approach work prior to completing the third lane and shoulder construction started during Phase Two. The design and permitting will be completed without delay so construction can begin no later than April 2014.

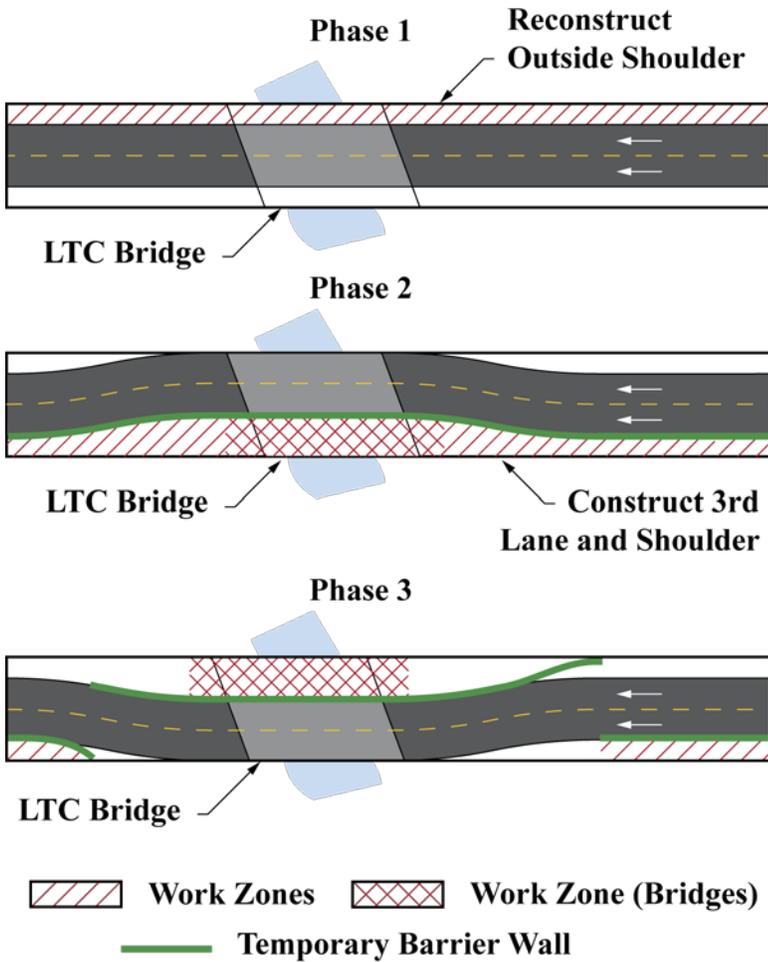


Figure 3.5.2. Construction Phasing at LTC Bridges.
The AI Team will reduce schedule by expediting Phase 3 bridge and approach work.

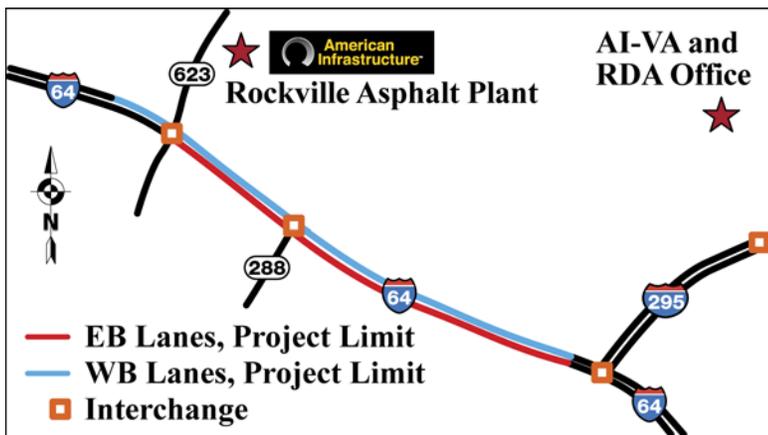


Figure 3.5.3. AI Team Resources Close to the Project.
The Rockville Asphalt Plant and Offices are 1.4 miles and 3.4 miles from the Project respectively, which will minimize schedule risks.

Phase One – April 2014

Outside shoulders will be constructed to shift traffic for construction of the third lane and inside shoulder.

Phase Two - May 2014 to May 2015

Traffic will be shifted onto the outside shoulder at the bridges to allow the widening and reconstruction work to begin at the bridges. Reconstruction of the bridges will be concurrent with the third lane and shoulder construction. The asphalt surface will be placed on the new third lane at the completed bridges.

Phase Three – Feb 2015 to July 2015

Shift traffic to the completed structure and reconstruct the remainder of the bridges while the third lane and shoulder construction is being completed.

Phase 4 - July 2015 to Sept 2015

Complete milling and overlay.

Shifting traffic to Phase Three alignment at the bridges early allows demolition and replacement of the existing LTC bridges to begin while the road widening is completed. This starts Phase Three approximately 3 months earlier than the completion of Phase Two and allows the milling and overlay work in to begin July rather than Sept. or Oct.

The Project schedule risk will be mitigated by the AI Team, but unexpected circumstances could cause schedule challenges. AI-VA will self perform the majority of the work on the Project, including asphalt paving. Through self-performed work and control of asphalt materials supply from AI’s Rockville Asphalt Plant, the AI Team will effectively manage both quality and schedule. If unforeseen circumstances require immediate support at the project site, AI-VA and RDA’s offices are located just 3.4 miles away, allowing management support to be onsite within minutes. In additional, AI has extensive resources both in Virginia and throughout the Mid-Atlantic Region should schedule acceleration become necessary.

The Department’s Role - In order to meet the project schedule, the AI Team will request that the Department support our approach to construction phasing. Through our partnering approach, we will encourage the Department’s participation in “over the shoulder” reviews to address concerns early in the design and expedite approval of construction plans. Other than alignment to the construction sequence and timely reviews and approval of submittals, we do not anticipate the need for additional Department support.

RISK 3 – ENVIRONMENTAL

Risk Description

The NEPA Process - Design changes could trigger a re-evaluation of the NEPA Categorical Exclusion (CE) or the need to re-coordinate with the resource agencies.

Water Quality Permits - There is a risk that obtaining the necessary water quality permits may require additional studies (threatened and endangered species or archaeological surveys). Based on the CE, the Project will likely require individual permits from all three permitting agencies (USACE, Virginia Department of Environmental Quality, and the Virginia Marine Resources Commission).

Hazardous Materials Contamination - The CE indicates that there are no hazardous materials contaminations issues present in the project area but does not provide a source. Understanding the thoroughness of the VDOT/FHWA NEPA process, we can safely assume that the project area has been reviewed and there are no records or field indications of hazardous waste contamination along the route. However, the risk that there are previously unknown sources of hazardous or toxic materials contamination along the ROW remains.

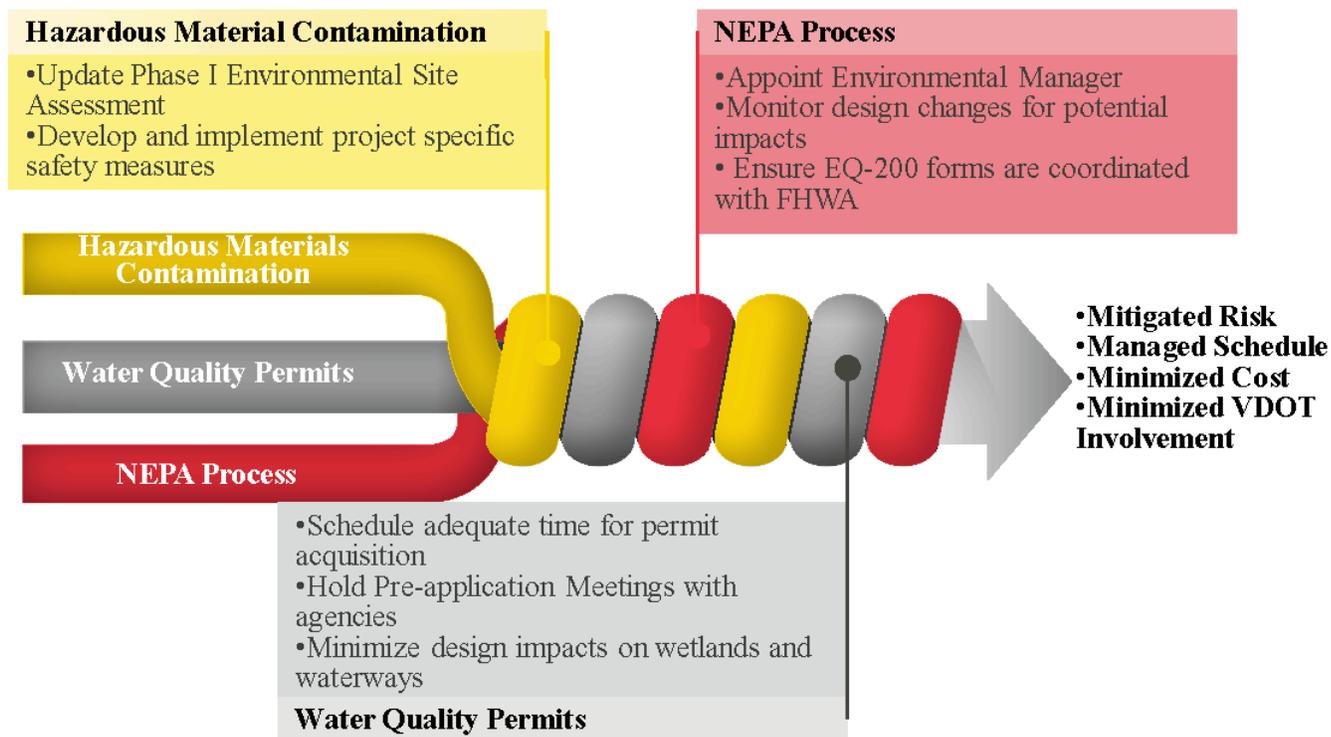


Figure 3.5.4. Environmental Risk Identification and Mitigation Plan. *The AI Team will minimize costs and avoid schedule delays while reducing the need for the Department’s involvement.*

Impact

The NEPA Process - The impact of these risks would be on project schedules and costs. The EQ-200 forms (Environmental Document Re-evaluation at PS&E Authorization and Environmental Re-evaluation for Right of Way Authorization) are the Department’s way of comparing the design/construction is the same

as that evaluated by the CE. If there are design changes that go beyond that which was evaluated by the CE, the Project may require a re-evaluation or even a new NEPA document. A re-evaluation may take a few weeks; however, a new NEPA document could cause significant impacts to the project schedule.

Water Quality Permits - The impact of these risks would be the need for additional studies that impact project schedule and costs.

Hazardous Materials Contamination - The potential need to conduct a Phase II hazardous materials investigation or remediation will be costly and may delay the Department's approval as well as construction in those particular areas.

Mitigation

The NEPA Process - We will mitigate these risks by appointing an Environmental Manager (EM) to monitor the design for any changes that could trigger a re-evaluation of the NEPA CE or re-coordination with the resource agencies and apprise the DBPM and the Department's POC of any changes as early in the schedule as they become known. The EM will also ensure that the EQ-200 forms and an Environmental Certification/Commitments Checklist are completed and coordinated with the FHWA through the Department's Environmental POC, prior to releasing the work plan for construction.

Water Quality Permits - We can mitigate these risks by building into the schedule additional time to acquire permits beyond the six months normally required to process individual permits. We will streamline the permitting process by holding pre-application meetings with the three agencies to obtain their input and discuss the practicability of potential minimization and avoidance measures. We will assume that mitigation will be required for the full envelope of impacts identified in the CE (1.46 acres of forested wetland and 2,944 linear feet of stream), and field surveys for the James spiny mussel, smooth coneflower, and small whorled pogonia. We will also carefully consider how any design changes could affect wetland and waterway impacts.

Hazardous Materials Contamination - We can mitigate these risks by updating the Phase I ESA prior to submitting EQ-200 forms. Should any contaminated materials be encountered, the AI Team will develop and implement project specific safety measures.

The Department's Role

The NEPA Process - The Department's role will be to advise and review any re-evaluations, and coordinate them as necessary with the FHWA. If the Department requests project design changes that exceed the NEPA document, a scope change would be negotiated.

Water Quality Permits - The Department's role will be to participate in pre-application meetings, as well as advise and mediate should permitting issues become critical.

Hazardous Materials Contamination - The Department's role will be to establish a reasonable means of mitigating unknown/unforeseen hazardous materials contamination should they be encountered. If changes to the project design trigger a contamination issue, or previously unreported contamination sites are identified, the Department would negotiate a scope change to determine the limits of contamination and the best methods of managing the contaminated media during construction.

**Appendix 3.2.6 Affiliated and
Subsidiary Companies**

ATTACHMENT 3.2.6

State Project No. 0064-964-110, P101, C501, RW201

Affiliated and Subsidiary Companies of the Offeror

Offerors shall complete the table and include the addresses of affiliates or subsidiary companies as applicable. By completing this table, Offerors certify that all affiliated and subsidiary companies of the Offeror are listed.

<input type="checkbox"/> The Offeror does not have any affiliated or subsidiary companies.
<input type="checkbox"/> Affiliated and/ or subsidiary companies of the Offeror are listed below.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	American Infrastructure, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Myers Aviation Company, LLC	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	American Infrastructure-MD, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan A. Myers, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan A. Myers, Co.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Allan A. Myers, LP	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	American Infrastructure Investments, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Devault Partners, LP	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Devault Crushed Stone Partners, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	The Myers Group, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Compass Quarries, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	AI Transport Co	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Independence Construction Materials, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	ICM of Maryland, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	ICM of Pennsylvania, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490

ATTACHMENT 3.2.6

State Project No. 0064-964-110, P101, C501, RW201

Affiliated and Subsidiary Companies of the Offeror

Affiliate	ICM of Delaware, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	D. M. Stoltzfus & Son, Inc.	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Elk Mills Partners, LP	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Cedar Hill Quarry Partners, LP	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Talmage Partners, LP	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	440 Twin Oaks Drive, LP	1805 Berks Road, P.O. Box 98, Worcester, PA 19490
Affiliate	Jessup Asphalt Partners, LP	1805 Berks Road, P.O. Box 98, Worcester, PA 19490

Appendix 3.2.7
Debarment Forms

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0064-964-110, P101, C501, RW201

1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency.

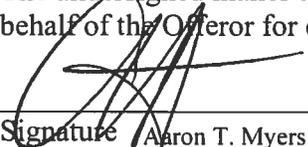
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; and have not been convicted of any violations of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification, or destruction of records, making false statements, or receiving stolen property;

c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1) b) of this certification; and

d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.


Signature Aaron T. Myers Date 11/13/12 Title Vice President/General Manager

American Infrastructure-VA, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-964-110, P101, C501, RW201

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.


Signature

11/13/12
Date

General Manager / Principal
Title

Rinker Design Associates, P. C.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-964-110, P101, C501, RW201

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

 10/16/2012
Signature Date

Senior Vice President/Regional Manager
Title

McDonough Bolyard Peck, Inc. (d/b/a MBP)
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-964-110, P101, C501, RW201

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

 11/6/2012
Signature Date

Regional Practice Leader
Title

KCI Technologies, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-964-110, P101, C501, RW201

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

	10-26-2012	Vice President
Signature	Date	Title
ECS Mid-Atlantic, LLC		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

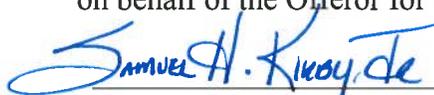
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-964-110, P101, C501, RW201

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

	11/5/2012	President
Signature	Date	Title

Froehling & Robertson, Inc.
Name of Firm



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

AMERICAN INFRASTRUCTURE-VA, INC.

Vendor Number: **G303**

In accordance with the Regulations of the Virginia Department of Transportation, you are hereby notified that the following Rating and Classifications have been assigned to you by the Commissioner:

PREQUALIFIED

Work Classes: GRADING; MAJOR STRUCTURES; ASPHALT CONCRETE PAVING; MINOR STRUCTURES; ROADWAY MILLING; SURFACE TREATMENT

Issue Date: 01/31/2012

This Rating and Classification will Expire: 01/31/2013

A handwritten signature in blue ink, appearing to read "Suzanne FR Lucas".

Suzanne FR Lucas Prequalification Officer

A handwritten signature in blue ink, appearing to read "Don E. Siles".

Don E. Siles, State Contract Officer

ROSENBERG & PARKER®

S U R E T Y B O N D . C O M

November 15, 2012

Philadelphia · Toronto

Virginia Department of Transportation
1401 East Broad St.
Richmond, VA 23219

Re: American Infrastructure-VA, Inc.
Request for Qualifications – A Design-Build Project
State Project No.: 0064-964-110, P101, C501, B610-B614, B617, B616, D601-D606
Federal Project No.: NH-064-2(150)
Contract ID Number: C00070542DB55
I-64 Widening and Route 623 Interchange Improvements
Estimated Contract Value: \$31,000,000

To Whom It May Concern:

American Infrastructure-VA, Inc., a subsidiary of American Infrastructure, is a highly regarded and valued client of Fidelity and Deposit Company of Maryland, Zurich American Insurance Company and Arch Insurance Company. Fidelity and Deposit Company of Maryland is rated A+ XV in the Best's Key Rating Guide, listed in the Department of the Treasury's listing of Approved Sureties (Department Circular 570) and licensed to transact business in the Commonwealth of Virginia. Zurich American Insurance Company is rated A+ XV in the Best's Key Rating Guide, listed in the Department of the Treasury's listing of Approved Sureties (Department Circular 570) and licensed to transact business in the Commonwealth of Virginia. Arch Insurance Company is rated A+ XV in the Best's Key Rating Guide, listed in the Department of the Treasury's Listing of Approved Sureties (Department Circular 570) and licensed to transact business in the Commonwealth of Virginia. Fidelity and Deposit Company of Maryland, Zurich and Arch have expressed to them their willingness to provide bonding to support on individual projects in the amount of \$250,000,000.00 and aggregate of \$600,000,000.00. As surety for American Infrastructure-VA, Inc., Fidelity and Deposit Company of Maryland, Zurich American Insurance Company and Arch, with A.M. Best Financial Ratings as stated above, is capable of obtaining a 100% Performance Bond and a 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods on behalf of the Contractor, in the event that American Infrastructure-VA, Inc. be the successful bidder and enter into a contract for this project.

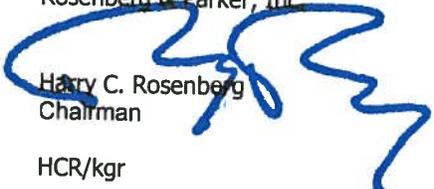
In accordance with the normal practice, the willingness of Fidelity and Deposit Company of Maryland, Zurich American Insurance Company and Arch Insurance Company to extend suretyship will be based on their underwriting of the account at the time the bonds are requested. This letter shall be valid for a period of 180 days from the date of this letter.

In addition, we would expect that the execution of any final bonds would be subject to a review of the contract documents by American Infrastructure-VA, Inc., Fidelity and Deposit Company of Maryland, Zurich American Insurance Company and Arch Insurance Company as well as satisfactory evidence of financing for the project.

If we can provide any further assistance, please do not hesitate to call upon us.

Sincerely,

Rosenberg & Parker, Inc.


Harry C. Rosenberg
Chairman

HCR/kgf

cc: Mr. John Souder, Fidelity and Deposit Company of Maryland and Zurich American Insurance Company and Mr. Joe Crawford, Arch Insurance Company



455 SOUTH GULPH ROAD • SUITE 400 • KING OF PRUSSIA, PENNSYLVANIA 19406

p 610.668.9100 • p 800.394.9200 • f 610.667.5200

info@suretybond.com • suretybond.com

ATTACHMENT 3.2.10

State Project No. 0064-964-110, P101, C501, RW201

SCC and DPOR Information

Offerors shall complete the table and include the required state registration and licensure information. By completing this table, Offerors certify that their team complies with the requirements set forth in Section 3.2.10 and that all businesses and individuals listed are active and in good standing.

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
American Infrastructure-VA, Inc.	0113780-1	Corporation	Active	44209 Wade Dr Chantilly, VA 44209	Class A Contractor H/H	2701 009872A	12-31-2012
Rinker Design Associates, P.C.	0227062-7	Corporation	Active	301 Concourse Blvd Suite 120 Glen Allen, VA 23059	Professional Engineering	0410000220	02-28-2014
Rinker Design Associates, P.C.	0227062-7	Corporation	Active	927 Maple Grove Dr Suite 105 Fredericksburg, VA 22407	Professional Engineering, Land Surveying	0410000156	02-28-2014
Rinker Design Associates, P.C.	0227062-7	Corporation	Active	927 Maple Grove Dr Suite 105 Fredericksburg, VA 22407	Real Estate Appraisal	4008001739	04-30-2014
Rinker Design Associates, P.C.	0227062-7	Corporation	Active	9385 Discovery Blvd Suite 200 Manassas, VA 20109	Professional Engineering, Land Surveying	0405000502	12-31-2013
Rinker Design Associates, P.C.	0227062-7	Corporation	Active	9385 Discovery Blvd Suite 200 Manassas, VA 20109	Real Estate Appraisal	4008001684	02-28-2013
McDonough Bolyard Peck, Inc.	0351800-8	Corporation	Active	3040 Williams Dr Suite 300 Fairfax, VA 22031	Professional Engineering	0407002955	12-31-2013

ATTACHMENT 3.2.10

State Project No. 0064-964-110, P101, C501, RW201

SCC and DPOR Information

*KCI Technologies, Inc.	F059869-0	Foreign Corporation	Active	3013 Southcross Blvd. Rock Hill, SC 29730	Professional Engineering	0411000956	02-28-2014
KCI Technologies, Inc.	F059869-0	Foreign Corporation	Active	6802 Paragon Place Suite 410 Richmond, VA 23230	Professional Engineering	0411000938	02-28-2014
KCI Technologies, Inc.	F059869-0	Foreign Corporation	Active	936 Ridgebrook Rd Sparks, MD 21152	Professional Engineering	0407003113	12-31-2013
ECS Mid-Atlantic, LLC Richmond, VA	S120821-6	LLC	Active	2119-D North Hamilton St Richmond, VA 23230	Professional Engineering	0411000384	02-28-2014
Froehling & Robertson, Inc.	0027211-2	Corporation	Active	3015 Dumbarton Rd Richmond, VA 23228	Professional Engineering	0407000098	12-31-2013

*KCI Technologies has recently purchased Triplett-King & Associates, Inc.

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)

Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Rinker Design Associates, P.C.	Darell L. Fischer	Richmond, VA	14101 Spring Gate Terrace Midlothian, VA 23112	Professional Engineer	0402023296	06-30-2014
McDonough Bolyard Peck, Inc.	Duncan K. Stewart	Fairfax, VA	13322 Diamond Ridge Dr Midlothian, VA 23112	Professional Engineer	0402036991	06-30-2014



Commonwealth of Virginia
State Corporation Commission

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CORPORATE DATA INQUIRY

11/12/12

13:06:22

CORP ID: 0113780 - 1 STATUS: 00 ACTIVE STATUS DATE: 11/03/08
 CORP NAME: American Infrastructure-VA, Inc.

DATE OF CERTIFICATE: 10/06/1967 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143
 ACCEPTED AR#: 212 16 0177 DATE: 10/10/12 HENRICO COUNTY
 CURRENT AR#: 212 16 0177 DATE: 10/10/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	670.00					100,000

 (Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2012

NUMBER

2701 009872A

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE

AMERICAN INFRASTRUCTURE - VA INC
44209 WADE DRIVE
CHANTILLY VA 20152

CLASSIFICATIONS H/H

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(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR CONTRACTORS - CLASS A
CONTRACTOR LICENSE - CLASSIFICATIONS: H/H



NUMBER: 2701 009872A EXPIRES: 12-31-2012
AMERICAN INFRASTRUCTURE-VA INC

44209 WADE DRIVE



Gordon N. Dixon

Gordon N. Dixon, Director

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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Commonwealth of Virginia
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

11/12/12

13:02:13

CORP ID: 0227062 - 7 STATUS: 00 ACTIVE STATUS DATE: 04/22/91
 CORP NAME: Rinker Design Associates, P.C.

DATE OF CERTIFICATE: 02/24/1982 PERIOD OF DURATION: INDUSTRY CODE: 70
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: JOHN S WISIACKAS

STREET: ODIN FELDMAN & PITTLEMAN PC AR RTN MAIL:
 1775 WIEHLE AVENUE STE 400
 CITY: RESTON STATE : VA ZIP: 20190
 R/A STATUS: 4 ATTORNEY EFF. DATE: 08/27/12 LOC : 129
 ACCEPTED AR#: 212 53 8373 DATE: 10/04/12 FAIRFAX COUNTY
 CURRENT AR#: 212 53 8373 DATE: 10/04/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	190.00					20,000

 (Screen Id:/Corp_Data_Inquiry)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON

02-28-2014

NUMBER

0410000220

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL CORPORATION BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

RINKER DESIGN ASSOCIATES PC
301 CONCOURSE BLVD, STE 120
GLEN ALLEN, VA 23059



Gordon N. Dixon
Gordon N. Dixon, Director

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON

02-28-2014

NUMBER

0410000156

**BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL CORPORATION BRANCH OFFICE REGISTRATION**

PROFESSIONS: ENG, LS

**RINKER DESIGN ASSOCIATES PC
927 MAPLE GROVE DR STE 105
FREDERICKSBURG, VA 22407**



Gordon N. Dixon
Gordon N. Dixon, Director

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON

04-30-2014

NUMBER

4008 001739

**REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION**

RINKER DESIGN ASSOCIATES P C

927 MAPLE GROVE DR STE 105

FREDERICKSBURG VA 22407



Gordon N. Dixon

Gordon N. Dixon, Director

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2013

NUMBER

0405000502

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL CORPORATION REGISTRATION

PROFESSIONS: ENG, LS

RINKER DESIGN ASSOCIATES PC
9385 DISCOVERY BOULEVARD
SUITE 200
MANASSAS, VA 20109



Gordon N. Dixon
Gordon N. Dixon, Director

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON

02-28-2013

NUMBER

4008 001684

**REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION**

RINKER DESIGN ASSOCIATES PC

9385 DISCOVERY BOULEVARD SUITE 200

MANASSAS VA 20109



Gordon N. Dixon

Gordon N. Dixon, Director

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
06-30-2014

NUMBER

0402023296

**BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE**

**DARELL LEE FISCHER
14101 SPRING GATE TERRACE
MIDLOTHIAN, VA 23112**



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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

**BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402023296 EXPIRES: 06-30-2014**



**DARELL LEE FISCHER
14101 SPRING GATE TERRACE
MIDLOTHIAN, VA 23112**

Gordon N. Dixon
Gordon N. Dixon, Director

(DETACH HERE)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233**

(FOLD)



Commonwealth of Virginia
State Corporation Commission

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CORPORATE DATA INQUIRY

11/12/12

13:04:00

CORP ID: 0351800 - 8 STATUS: 00 ACTIVE STATUS DATE: 02/05/09
 CORP NAME: MCDONOUGH BOLYARD PECK, INC.

DATE OF CERTIFICATE: 12/29/1989 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 500.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: REES BROOME, PC

STREET: 1900 GALLOWS RD STE 700 AR RTN MAIL:

CITY: TYSONS CORNER STATE : VA ZIP: 22182
 R/A STATUS: 4 ATTORNEY EFF. DATE: 09/01/12 LOC : 129
 ACCEPTED AR#: 211 19 7162 DATE: 11/29/11 FAIRFAX COUNTY
 CURRENT AR#: 211 19 7162 DATE: 11/29/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	1,570.00				1,570.00	250,000

 (Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

NUMBER
0407002955

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

MCDONOUGH BOLYARD PECK INC
3040 WILLIAMS DR., STE 300
FAIRFAX, VA 22031



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD) COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407002955 EXPIRES: 12-31-2013
PROFESSIONS: ENG
MCDONOUGH BOLYARD PECK INC
3040 WILLIAMS DR., STE 300
FAIRFAX, VA 22031



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
6960 Mayland Dr., Suite 400, Richmond, VA 23233

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**

**EXPIRES ON
06-30-2014**

**9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-9500**

**NUMBER
0402036991**

**BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE**

**DUNCAN KENNETH STEWART
13322 DIAMOND RIDGE DRIVE
MIDLOTHIAN, VA 23112**



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

**COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402036991 EXPIRES: 06-30-2014**

**DUNCAN KENNETH STEWART
13322 DIAMOND RIDGE DRIVE
MIDLOTHIAN, VA 23112**



(DETACH HERE)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233**

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Commonwealth of Virginia
State Corporation Commission

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CORPORATE DATA INQUIRY

11/12/12

13:07:06

CORP ID: F059869 - 0 STATUS: 00 ACTIVE STATUS DATE: 01/18/06
 CORP NAME: KCI TECHNOLOGIES, INC.

DATE OF CERTIFICATE: 12/19/1988 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: DE DELAWARE STOCK INDICATOR: S STOCK
 MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CORPORATION SERVICE COMPANY

STREET: Bank of America Center, 16th Floor AR RTN MAIL:
 1111 East Main Street

CITY: RICHMOND STATE : VA ZIP: 23219

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 04/29/11 LOC : 216

ACCEPTED AR#: 211 52 8995 DATE: 12/01/11 RICHMOND CITY

CURRENT AR#: 211 52 8995 DATE: 12/01/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00				100.00	1,000

(Screen Id:/Corp_Data_Inquiry)

Details of license number 0411000956

Name:	KCI TECHNOLOGIES INC
License Number:	0411000956
License Description:	Business Entity Branch Office Registration
Address:	3013 SOUTHCROSS BLVD ROCK HILL, SC 29730
Initial Certification Date:	November 13, 2012
Expiration Date:	February 28, 2014

[print](#)**Complaints****No Open Complaints**

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints**[[Code of Virginia Section 54.1-108](#)]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpwr.virginia.gov.

Associated Professional Licensing Information

	Professional Engineer License
Name:	KING, WILLIAM MERRITT
License Number:	0402035924
License Description:	Professional Engineer License
Address:	ROCK HILL SC, 29730
Initial Certification Date:	April 11, 2001
Expiration Date:	April 30, 2013

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**

EXPIRES ON
02-28-2014

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
0411000938

**BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY BRANCH OFFICE REGISTRATION**

PROFESSIONS: ENG

**KCI TECHNOLOGIES INC
6802 PARAGON PLACE
SUITE 410
RICHMOND, VA 23230**



Gordon N. Dixon
Gordon N. Dixon, Director

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**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**

**EXPIRES ON
12-31-2013**

**NUMBER
0407003113**

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

**BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION**

PROFESSIONS: ENG

**KCI TECHNOLOGIES INC
936 RIDGEBROOK ROAD
SPARKS, MD 21152**



Gordon N. Dixon
Gordon N. Dixon, Director

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(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD)

**COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003113 EXPIRES: 12-31-2013
PROFESSIONS: ENG
KCI TECHNOLOGIES INC
936 RIDGEBROOK ROAD
SPARKS, MD 21152**



(DETACH HERE)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
8960 Mayland Dr., Suite 400, Richmond, VA 23233**

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Commonwealth of Virginia State Corporation Commission

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11/12/12

LLCM3220

LLC DATA INQUIRY

13:28:09

LLC ID: S120821 - 6 STATUS: 00 ACTIVE STATUS DATE: 04/16/04

LLC NAME: ECS - Mid-Atlantic, LLC

DATE OF FILING: 04/16/2004 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

RTN MAIL:

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R/A STATUS: 2 O/D OF CORP M/M EFF DATE: 04/16/04 LOC: 129 FAIRFAX COUNTY

YEAR FEES PENALTY INTEREST BALANCE

12 50.00

(Screen Id:/LLC_Data_Inquiry)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA**

**EXPIRES ON
02-28-2014**

9980 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

**NUMBER
0411000384**

**BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY BRANCH OFFICE REGISTRATION**

PROFESSIONS: ENG

**ECS MID-ATLANTIC LLC
2119-D NORTH HAMILTON ST
RICHMOND, VA 23230**



Gordon N. Dixon
Gordon N. Dixon, Director

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(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

COMMONWEALTH OF VIRGINIA

**BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000384 EXPIRES: 02-28-2014
PROFESSIONS: ENG
ECS MID-ATLANTIC LLC
2119-D NORTH HAMILTON ST
RICHMOND, VA 23230**



(DETACH HERE)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9980 Mayland Dr., Suite 400, Richmond, VA 23233**



Commonwealth of Virginia
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

11/12/12

13:05:16

CORP ID: 0027211 - 2 STATUS: 00 ACTIVE STATUS DATE: 11/13/09
 CORP NAME: FROEHLING & ROBERTSON, INCORPORATED

DATE OF CERTIFICATE: 10/11/1924 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 2480.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: WILLIAM H HOOFNAGLE III

STREET: 1900 ONE JAMES CENTER AR RTN MAIL:
 901 E CARY ST

CITY: RICHMOND STATE : VA ZIP: 23219

R/A STATUS: 4 ATTORNEY EFF. DATE: 09/21/11 LOC : 216

ACCEPTED AR#: 212 14 0123 DATE: 08/29/12 RICHMOND CITY

CURRENT AR#: 212 14 0123 DATE: 08/29/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	1,700.00					1,100,000

 (Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
0407000098

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

FROEHLING & ROBERTSON, INC
3015 DUMBARTON ROAD
RICHMOND, VA 23228



Gordon N. Dixon
Gordon N. Dixon, Director

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(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD) COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407000098 EXPIRES: 12-31-2013
PROFESSIONS: ENG
FROEHLING & ROBERTSON, INC
3015 DUMBARTON ROAD
RICHMOND, VA 23228



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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Appendix 3.3.1
Key Personnel Resume Forms

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	M. JEFF HUMPHREYS, JR., DESIGN-BUILD PROJECT MANAGER / SENIOR ESTIMATOR
b. Project Assignment:	DESIGN-BUILD PROJECT MANAGER
c. Name of Firm with which you are now associated:	AMERICAN INFRASTRUCTURE – VA, INC.
d. Years experience: With this Firm <u>3</u> Years With Other Firms <u>29</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p>AMERICAN INFRASTRUCTURE, DESIGN-BUILD PROJECT MANAGER/SENIOR ESTIMATOR; 2009- PRESENT: Mr. Humphreys is responsible for managing design team coordination, construction quality management, and contract administration. Mr. Humphreys has managed start up of multiple design-build projects including the Middle Ground Boulevard Extension, the I-581/Elm Ave Interchange Improvements, and the Route 29 Bridge over Tye River projects for VDOT. Mr. Humphreys is responsible for all aspects of project start ups, including design team coordination, project planning and scheduling, and submittal coordination. His responsibilities also include overall management of the construction process, including all Quality Control (QC) activities to ensure the materials used and work performed meet contract requirements and the “approved for construction” plans and specifications. Mr. Humphreys also manages all aspects of project estimating, engineering, pay estimates, coordination with owner, subcontractors, suppliers and other stakeholders, customer satisfaction, and safety for all phases of construction.</p> <p>JOSEPH B. FAY COMPANY (BALTIMORE, MD), PROJECT MANAGER/SENIOR ESTIMATOR; 2005 - 2009: Duties included initial estimating and project procurement, project management, scheduling, negotiations, recruitment, owner and public relations. Mr. Humphreys was responsible for overseeing safe and successful project construction, bridge rehabilitation, and bridge demolition projects in the Mid-Atlantic Region.</p> <p>KEY CONSTRUCTORS, INC. (CLARKSVILLE, VA), VICE PRESIDENT/STRUCTURES DIVISION MANAGER; 2003 - 2005: Responsible for the safe and successful development and operation of all corporate bridge projects with an annual volume of \$14M. Estimated and managed safe and successful bridge construction projects in Virginia and North Carolina.</p> <p>D.W. LYLE CORPORATION (MCKENNEY, VA), VICE PRESIDENT, CONSTRUCTION; 1998–2003: Mr. Humphreys managed all field operations and personnel on various public projects for VDOT and NCDOT, as well as private projects up to \$20M. His duties included estimating, construction and delivery of design-build projects.</p> <p>FAIRFIELD BRIDGE COMPANY, INC. (FISHERSVILLE, VA), PROJECT MANAGER; 1997–1998: Mr. Humphreys joined the Fairfield Bridge Company in 1980 as a Project Manager responsible for bridge and highway projects throughout Virginia. The projects ranged from \$100K to \$16M and he was responsible for preparing bridge project estimates and managing the construction activities on awarded projects.</p>
NOTABLE EXPERIENCE AND TRAINING	<ul style="list-style-type: none"> ▪ Design-Build Projects ▪ Design Team Coordination ▪ Construction Quality Management ▪ Contract Administration ▪ Multi-phased Construction ▪ Complex Heavy Traffic Interstate Widening ▪ Aggressive Schedule Management ▪ Certified Compliance Inspector and SWPPP Preparer by Stormwater USA (EPA recognized training) ▪ Complex Bridge Structures
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	NELSON COUNTY HIGH SCHOOL/1976-1980/GENERAL STUDIES, BUILDING TRADES PENN STATE UNIVERSITY/1986/TWO CEU’S IN SUPERVISOR TRAINING
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	EROSION AND SEDIMENT CONTROL CONTRACTOR CERTIFICATION #4983C



- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each assignment.*

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)

VDOT I-581/ELM AVENUE INTERCHANGE IMPROVEMENTS DESIGN-BUILD PROJECT, ROANOKE, VA (\$20.4M)

1. Responsible for the design management, construction quality management, contract administration, overall estimating, constructability, and preconstruction start up of this project. The project improves the I-581/Elm Ave Interchange and includes road widening and bridge reconstruction. The aggressive schedule will be managed by working longer hours, multiple shifts, night work, and multiple crews. The potential environmental permitting risk of NEPA reevaluation is being mitigated by partnering with the City and VDOT to have an easement dedicated.
 - ✓ Design-Build
 - ✓ Aggressive Schedule
 - ✓ Environmental Management
 - ✓ Bridge Construction
2. *American Infrastructure; Preconstruction Project Manager*
3. *Present*

VDOT MIDDLE GROUND BOULEVARD EXTENSION DESIGN-BUILD PROJECT, NEWPORT NEWS, VA (\$32.5)

1. Responsible for the design management and preconstruction start up of the project, which involves the construction of a 1.2 mile connector roadway, including a bridge over the CSX railway, and the widening of two highly congested primary roadways. Mr. Humphreys coordinated development of the MOT plans to minimize temporary traffic control measures. Through involvement in the design development, Mr. Humphreys helped expedite the start of construction on critical work operations to mitigate the schedule risk. Mr. Humphreys recommended and coordinated soils and water sampling to determine the potential for hazardous materials early in the design process to mitigate this potential risk. In addition, Mr. Humphreys coordinated with the designer to expedite delineation changes through partnering relationships with the USACE and VA DEQ.
 - ✓ Design-Build
 - ✓ TMP
 - ✓ Aggressive Schedule
 - ✓ Environmental Management
 - ✓ Bridge Construction
2. *American Infrastructure; Senior Project Manager*
3. *2011 – Present*

VDOT ROUTE 29 BRIDGE OVER TYE RIVER DESIGN-BUILD PROJECT, AMHERST/NELSON COUNTIES, VA (6.7M)

1. Mr. Humphreys advised the construction team on concrete operations, rigging, demolition operations and various special activities. These activities included environmental permitting and water quality management and bridge deck placement for this five-span bridge. Mr. Humphreys' involvement contributed to this project being delivered 11 months ahead of schedule.
 - ✓ Design-Build
 - ✓ Aggressive Schedule
 - ✓ Environmental Management
 - ✓ Bridge Construction
2. *American Infrastructure; Sr. Estimator & Bridging Advisor*
3. *2009-2011*

VDOT ROUTE 360 BRIDGE REPLACEMENT OVER DAN RIVER AND N & S RAILROAD, SOUTH BOSTON, VA (\$25M)

1. Mr. Humphreys managed and directed all bridge construction activities for this project, which included the construction of 2200 LF twin bridges, demolition of the existing bridge over the Dan River and N & S Railroad, and replacement of a bridge over Route 360. He planned, organized and staffed key field positions; managed all required documents and submittals with the owner all QC, safety issues, project cost and schedule, all materials, supplies, equipment and subcontractors and public relations for the project.
 - ✓ Aggressive Schedule
 - ✓ Environmental Management
 - ✓ Bridge Construction
2. *Key Constructors, Inc; VP, Structures Division Manager*
3. *May 2003 – Apr. 2005*

VDOT ROUTE 288 PPTA PROJECT, CHESTERFIELD TO GOOCHLAND COUNTIES, VA (\$236M)

1. Contracted as a dedicated bridge subcontractor, Mr. Humphreys managed and assisted in complete project cost estimating and scheduling as well as design team constructability issues and project phasing for structures and associated roadway. Mr. Humphreys directly managed all aspects of work activities constructed by D W Lyle Corporation including 15 bridges and roadway grading activities.
 - ✓ Design-Build
 - ✓ Aggressive Schedule
 - ✓ Bridge Construction
 - ✓ Roadway Grading
2. *D. W. Lyle Corporation, Vice President, Construction*
3. *Mar. 2001 – Apr 2003*



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.									
a. Name & Title:	DUNCAN STEWART, PE, BRANCH OPERATIONS MANAGER								
b. Project Assignment:	QUALITY ASSURANCE MANAGER (QAM)								
c. Name of Firm with which you are now associated:	MCDONOUGH, BOLYARD, AND PECK, INC. (MBP)								
d. Years experience: With this Firm <u>13</u> Years With Other Firms <u>2</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p>MBP, BRANCH OPERATIONS MANAGER; 1999- PRESENT: Mr. Stewart serves as the current Branch Operations Manager for MBP's Richmond branch office. He provides quality assurance management services for facilities and transportation projects at all phases of construction, procurement, and project closeout. He also has an excellent work history with the Virginia Department of Transportation (VDOT) providing quality assurance management and major publicly financed projects. Mr. Stewart has extensive technical construction experience in phased construction of bridge and roadway projects for VDOT. In addition, he has provided services in all phases of construction, including quality assurance management for VDOT design-build projects and to public clients involving design-build and design-bid-build contract administration. These phases also include procurement, contractor selections, critical path method (CPM) scheduling, environmental permitting, change management, cost estimating, claim analysis, closeout audit, progress reporting, website development, and public relations. Working on behalf of VDOT, the Ohio Department of Transportation (ODOT), and MBP, Mr. Stewart has also developed and led construction management, CPM scheduling, work zone safety, and inspection training seminars. Mr. Stewart has worked as the team leader on several projects, including schedule recovery and claims preparation.</p> <p>VIRGINIA MAINTENANCE SERVICES INC. (CURRENTLY TRANSFIELD), FIELD ENGINEER; 1997-1999: As Field Engineer, Mr. Stewart was responsible for the coordination of subcontractors and inspection of work on construction and facilities management projects for Interstate 95 (I-95) in the greater Richmond area as part of a Public Private Transportation Act (PPTA) project.</p> <p>CANADIAN DEPARTMENT OF NATIONAL DEFENSE, OFFICER CADET/MILITARY ENGINEER IN TRAINING; 1993-1997: As Officer Cadet and military engineer in training (during summers), experience included technical training in surveying, geographic information systems, demolition, combat leadership, and a second language.</p> <p>NOTABLE EXPERIENCE AND TRAINING</p> <table border="0"> <tr> <td>▪ Design-Build Projects</td> <td>▪ QA/QC Plan Development</td> </tr> <tr> <td>▪ Quality Assurance Team Coordination</td> <td>▪ Quality Assurance Documentation</td> </tr> <tr> <td>▪ Construction Quality Management</td> <td>▪ Bridge and Roadway Inspection</td> </tr> <tr> <td></td> <td>▪ Environmental Management</td> </tr> </table>	▪ Design-Build Projects	▪ QA/QC Plan Development	▪ Quality Assurance Team Coordination	▪ Quality Assurance Documentation	▪ Construction Quality Management	▪ Bridge and Roadway Inspection		▪ Environmental Management
▪ Design-Build Projects	▪ QA/QC Plan Development								
▪ Quality Assurance Team Coordination	▪ Quality Assurance Documentation								
▪ Construction Quality Management	▪ Bridge and Roadway Inspection								
	▪ Environmental Management								
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<p>ROYAL MILITARY COLLEGE OF CANADA, KINGSTON, ONTARIO/BACHELOR OF ENGINEERING (BE)/1997/CIVIL ENGINEERING</p> <p>POST GRADUATE WORK AT UNIVERSITY OF RICHMOND, INFORMATION TECHNOLOGY PROGRAM</p>								
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<p>2002/PROFESSIONAL ENGINEER (PE)/#036991</p>								



- g. Document the extent and depth of your experience and qualifications relevant to the Project.
 1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each assignment.*

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)

AIRPORT CONNECTOR ROAD DESIGN-BUILD PROJECT, RICHMOND, VA (\$40M)

1. Mr. Stewart was responsible for successful implementation of the quality assurance/quality control (QA/QC) plan. Other responsibilities included the oversight of QC construction inspection, materials testing, and sampling of work performed by the design-builder, verifying quality compliance, minimizing interruptions due to quality issues, and ensuring that the project was delivered to the contract requirements. He also supervised MBP and subconsultant inspectors and technicians. Mr. Stewart supervised both the contractor's QC and QA environmental monitoring programs and reviewed/approved reports. This project included the construction of three new bridges, the widening of a fourth bridge, 1.5 miles of new asphalt pavement roadway, improvements to the existing I-895, and a new intersection with Route 5.

✓ Design-Build
✓ TMP
✓ Aggressive Schedule
✓ Environmental Management
✓ Roadway Construction
✓ Bridge Construction
2. *MBP; Quality Assurance Manager*
 3. *Jan. 2009 – May 2011*

VDOT ATLEE -ELMONT INTERCHANGE AT I-95, RICHMOND, VA (\$40M)

1. Mr. Stewart provided QA inspections for all types of construction on the project, as-built schedule records, extensive issue documentation, and detailed weekly and monthly written reports to VDOT. The phased project included construction of ten new bridges, MSE and 'T-Wall' retaining walls, utility relocation, pavement, drainage, and traffic signals.

✓ Design-Build
✓ Bridge Construction
✓ Roadway Construction
✓ QA Documentation
2. *MBP; Senior Engineer and Project Manager*
 3. *Oct. 2002 – July 2004*

VDOT FINALS REGION 2 PROJECT MANAGER, RICHMOND, VA (\$200M)

1. Mr. Stewart provides QA and auditing on completed VDOT project records for compliance and independent oversight. He is responsible for understanding VDOT's processes for establishing and documenting QA/QC records. In this role, Mr. Stewart has developed a detailed understanding of VDOT's QA documentation processes and excellent working relationships with the VDOT representatives responsible for QA/QC. He is also responsible for supervising and training a team of more than one dozen MBP and subconsultant reviewers.

✓ Construction Compliance
✓ QA Documentation
2. *MBP; Project Manager*
 3. *Mar. 2008 - Ongoing*

NORFOLK INTERNATIONAL AIRPORT, NORFOLK, VA (\$75M)

1. Mr. Stewart was responsible for the development of the proposed design-build parking structure, as well as improvements to the existing roadway, storm, utility, and revenue control systems built in preparation for the future parking structure. Mr. Stewart's duties included cost estimates, schedule updates, design reviews, and multiple meetings with the client, subconsultants, and associated team players. He successfully submitted and received approval for a design-build application to the Virginia Department of General Services, procured subconsultants, and coordinated the design of a site-civil package and the development of design-build bridging documents. He also worked through major design changes as directed by the client. Mr. Stewart contributed significantly to planning for phasing of traffic and parking operations, and provided support services throughout the planning, design, procurement, and construction of this project.

✓ Design-Build
✓ TMP
✓ Aggressive Schedule
2. *MBP; Project Manager*
 3. *Jul. 2006 – Apr. 2011*

VDOT VIRGINIA CAPITAL TRAIL NEW MARKET HEIGHTS PHASE, RICHMOND, VA (\$6.6M)

1. Mr. Stewart assists in the development of the QA/QC plan in the preconstruction phase and QA services for the construction phase of this project. Other responsibilities include oversight of construction inspection, materials testing, and the sampling of work performed by the design-builder's QC. Mr. Stewart's duties are to verify quality compliance and minimal interruptions due to quality issues, and to make sure that the project is delivered to the contract requirements.

✓ Design-Build
✓ Roadway Construction
✓ Bridge Construction
✓ Construction OA
2. *MBP; Quality Assurance Manager*
 3. *Jul. 2012 - Ongoing*





ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	DARELL L. FISCHER, P.E., PRINCIPAL/GENERAL MANAGER (RICHMOND OFFICE)
b. Project Assignment:	DESIGN MANAGER
c. Name of Firm with which you are now associated:	RINKER DESIGN ASSOCIATES, P.C.
d. Years experience: With this Firm <u>5</u> Years With Other Firms <u>21</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p>RINKER DESIGN ASSOCIATES, P.C., GENERAL MANAGER / PRINCIPAL; 2011-PRESENT: Responsible for allocating, overseeing and managing all designs for the Richmond Office. Design disciplines managed include traffic analysis and design, roadway design, structural design, hydrology/hydraulic analysis, environmental permitting, environmental compliance, R/W acquisition, utility coordination/design, and surveying. Duties include QA/QC for services provided by the Richmond Office, oversight of all subconsultant work and coordination with clients to ensure client satisfaction and product quality. Responsible for staffing all Richmond work; hiring subconsultants; negotiating contracts with clients, contractors, and subconsultants; and project scheduling to ensure on-time/on-budget performance.</p> <p>RINKER DESIGN ASSOCIATES, P.C., DIRECTOR OF TRANSPORTATION; 2007-2010: Responsible for overseeing and managing all design elements associated with roadway design, hydrology/hydraulic analysis, traffic analysis and design, and construction plan preparation. Duties include Quality Assurance and Quality Control (QA/QC) for services provided out of the Fredericksburg Office, oversight of all subconsultant work and coordination with clients to ensure client satisfaction and product quality.</p> <p>JOHNSON, MIRMIRAN & THOMPSON, INC, VICE PRESIDENT/BRANCH MANAGER; 2000-2007: Responsible for obtaining the work, executing the work and ensuring the quality of all work produced by the Richmond Office of JMT, oversight of all disciplines of work to include: roadway, drainage, structures, survey, construction inspection and environmental. Additionally, responsible for contractual obligations with clients and subconsultants as well as project management on many key projects. Responsible for the daily office operations to include: hiring, firing, raises, evaluations, dispute resolution, resource allocation, manpower projections and marketing.</p> <p>CARTER & BURGESS, INC., SENIOR PROJECT MANAGER; 1998-2000: Responsible for the design and management of projects associated with roadway and H&HA designs. Duties included daily coordination with design staff, coordination with subconsultants and coordination with clients. Duties also included providing design changes during construction due to changed field conditions.</p> <p>JOHNSON, MIRMIRAN & THOMPSON, INC. SENIOR ASSOCIATE/PROJECT MANAGER; 1997-1998: Responsible for overseeing the design of roadway and drainage projects in Virginia. Provided mentoring, professional guidance and problem solving for all of JMT's Virginia staff. Developed QA/QC procedures for internal work as well as reviewing subconsultant work. Provided recommendations for teaming opportunities. Helped to develop marketing strategies and assisted in the hiring of new employees.</p>
NOTABLE EXPERIENCE AND TRAINING	<ul style="list-style-type: none"> ▪ Design-Build Projects ▪ Design Team Coordination ▪ Design Quality Management ▪ Complex MOT Design ▪ Fast Tracked Projects ▪ Environmental Compliance Oversight ▪ Expedited Construction Work Packages
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	VIRGINIA POLYTECHNIC INSTITUTE AND STATE UNIVERSITY (BLACKSBURG, VA) / BS / 1986 / CIVIL ENGINEERING
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1992 / PROFESSIONAL ENGINEER / #23296 2010 / ADVANCED WORK ZONE TRAFFIC CONTROL TRAINING / #082610009
g. Document the extent and depth of your experience and qualifications relevant to the Project.	





1. Note your specific responsibilities and authorities for each assignment, not those of the firm.
2. Note whether experience is with current firm or with other firm.
3. Provide beginning and end dates for each assignment.

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)

VDOT MIDDLE GROUND BOULEVARD EXTENSION DESIGN-BUILD PROJECT, NEWPORT NEWS, VA (\$32.5M)

1. Responsible for the design, management and design QA/QC for complete construction plans. Duties and responsibilities include the development of roadway design on new alignment; road widening; utility coordination; and designs; storm drainage design; TMP; signal designs; environmental permitting; oversight of bridge design; and oversight of geotechnical analysis. Mr. Fischer oversaw the development of expedited construction work packages to allow for the start of construction prior to final approval. Implemented a Type B TMP design to effectively, efficiently and safely manage the traffic along the congested roadways. Mr. Fischer coordinated the accelerated environmental permitting to begin construction ahead of schedule.

- ✓ Design-Build
- ✓ Complex MOT
- ✓ Aggressive Schedule
- ✓ Environmental Permitting
- ✓ Road Widening
- ✓ Bridge Construction

2. *Rinker Design Associates, P.C.; Design Manager* 3. *June 2011 - Present*

VDOT I-581/ELM AVENUE INTERCHANGE IMPROVEMENTS DESIGN-BUILD PROJECT, ROANOKE, VA (\$20.4M)

1. Responsible for the design, management and QA/QC for roadway widening along Elm Avenue, on and off ramps for I-581/Route 220 and shoulder improvement along I-581/Route 220 approach. Mr. Fischer is responsible for the design and oversight of roadway widening, TMP, bridge reconstruction/widening, drainage design/analysis, SWM, signals, utility coordination/design, and geotechnical. Mr. Fischer is also responsible for coordinating with all stakeholders to ensure design requirements are met. For the TMP plan development, Mr. Fischer is coordinating the integration of the roadway and bridge designers as it encompasses both bridge widening and the adjacent roadway work. To meet the aggressive project schedule and compressed design schedule, Mr. Fischer is integrating multiple design teams.

- ✓ Design-Build
- ✓ Complex MOT
- ✓ Aggressive Schedule
- ✓ Road Widening
- ✓ Bridge Construction

2. *Rinker Design Associates, P.C.; Design Manager* 3. *July 2012 - Present*

VDOT ROUTE 36 IMPROVEMENTS DESIGN-BUILD PROJECT, PRINCE GEORGE COUNTY, VA (\$8.2M)

1. Responsible for the design, management and QA/QC for development of roadway widening and new alignments. Project responsibilities also include TMP, roadway widening, drainage, SWM, Signals, utility coordination/design, and monitoring environmental compliance. Responsible for overseeing and providing design guidance on all design elements and coordinating with all stakeholders to ensure design requirements are met and expediting all services for construction acceleration. Environmental compliance included reanalysis and testing for naturally occurring hazard materials and VOC's and creative solutions to encapsulate and mitigate any issues. The TMP design required an iterative approach that worked with the contractor's means, methods and sequencing.

- ✓ Design-Build
- ✓ Complex MOT
- ✓ Aggressive Schedule
- ✓ Environmental Compliance
- ✓ Road Widening

2. *Rinker Design Associates, P.C.; Design Manager* 3. *Nov 2008 - 2010 (Design) 2012 (Const)*

JAMES MADISON HIGHWAY (ROUTE 15) PPTA DESIGN-BUILD PROJECT, PRINCE WILLIAM COUNTY, VA (\$56.4M)

1. Responsible for independent reviews of the plans and computations at each milestone for all phases of work. QC reviews included plan quality, plan content and plan constructability. Project responsibilities also included development of TMP/MOT for approximately 5 miles of roadway widening. TMP/MOT design for this project was one of the first to follow the more stringent TMP requirements and was successfully implemented.

- ✓ Design-Build
- ✓ Complex MOT

2. *Rinker Design Associates, P.C.; Quality Control Reviewer* 3. *Feb 2007 - 2009*

CROSSPOINTE CENTRE ROADWAY IMPROVEMENTS DESIGN-BUILD PROJECT, PRINCE GEORGE COUNTY, VA (\$7.9M)

1. Responsible for the design, management and QA/QC including roadway design, traffic engineering, TMP/MOT, H&HA analysis, and drainage design. Also responsible for QC inspection during construction and coordination of geotechnical subcontractor for design and construction. The project involves 2.2 miles of new roadway construction and 1.5 miles of roadway widening. This Design-Build project began in November of 2008; design was completed in mid-2009 (construction engineering continues) and construction is anticipated to be completed by November of 2012.

- ✓ Design-Build
- ✓ MOT Design
- ✓ Roadway Widening

2. *Rinker Design Associates, P.C.; Project Manager* 3. *Nov 2008 - 2010 (Design) 2012 (Const)*



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	CHRISTOPHER B. SELPH, PROJECT MANAGER
b. Project Assignment:	CONSTRUCTION MANAGER
c. Name of Firm with which you are now associated:	AMERICAN INFRASTRUCTURE – VA, INC.
d. Years experience: With this Firm <u> 1 </u> Years With Other Firms <u> 18 </u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p>AMERICAN INFRASTRUCTURE, PROJECT MANAGER; FEB 2012 – PRESENT: Mr. Selph is presently a Project Manager for American Infrastructure-VA’s paving division. His responsibilities include project management, construction quality control, estimating, proposal preparation, and management of all aspects of asphalt concrete projects. He oversees the paving and related construction activities to ensure project delivery that meets or exceeds all expectations of quality, timeliness and budget.</p> <p>BRANSCOME RICHMOND – PLANT & PROJECT MANAGER; 2006 - 2012: Mr. Selph was the Asphalt Plant Manager for Branscome from 2006 to 2009 in which he managed the operations of five asphalt plant facilities in the Richmond area. He was later promoted to Project Manager in 2010; to manage the \$35M VDOT rehabilitation project on I-64 in Henrico County, VA. Additionally, Mr. Selph assumed Profit & Loss responsibilities for the asphalt plants in 2011.</p> <p>APAC-GEORGIA, INC. & APAC-VIRGINIA, INC. –AREA & OPERATIONS MANAGER TO VICE PRESIDENT/BRANCH MANAGER; 1998 – 2006: Mr. Selph started as Assistant Manager for eight asphalt concrete production facilities in Atlanta, GA where he managed plant activities from material logistics to new facility construction. Work responsibilities included obtaining stormwater and air quality permits, personnel management, safety program supervision. Four years later, in 2002, Mr. Selph transferred to the Richmond, VA facility and worked in project management role for the Route 288 PPTA Project. For this project, Mr. Selph was responsible for overall management of one of the five project areas, and also managed the punch list and closeout of all areas through the completion of the project. He was again promoted in 2005, to Operations Manager and then Vice-President Branch Manager for the Richmond Branch office with annual revenues of \$28M.</p> <p>UNIVERSITY OF ARKANSAS, FAYETTEVILLE, ARKANSAS - RESEARCH ASSISTANT; 1994 – 1998: Mr. Selph’s first project assignment involved researching the effects of phosphorus, nitrogen, and carbon in surface runoff on water quality through laboratory analysis of collected runoff samples. His next major research project addressed the effects of shrinkage-reducing admixtures on concrete properties. He assisted in developing mixes and conducting tests on fresh and cured concrete as per ACI code; testing included compressive strength tests, shrinkage tests, and freeze-thaw tests on concrete test specimens.</p>
NOTABLE EXPERIENCE AND TRAINING	<ul style="list-style-type: none"> ▪ Design-Build Projects ▪ Design Team Coordination ▪ Construction Quality Control ▪ Contract Administration ▪ Multi-phased Construction ▪ Complex Heavy Traffic Interstate Widening ▪ Aggressive Schedule Management ▪ Complex Bridge Structures
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<p>UNIVERSITY OF ARKANSAS; FAYETTEVILLE, ARKANSAS / BS IN CIVIL ENGINEERING 1998</p> <p>NAVAL ENGINEERING TRAINING CENTER; NEWPORT, RHODE ISLAND / 1992 / DIPLOMA</p>
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<p>VDOT ESCC #5689C EXP. 05/13/2016</p> <p>VA DCR EROSION AND SEDIMENT CONTROL RESPONSIBLE LAND DISTURBER #38636</p> <p>VDOT INTERMEDIATE WORK ZONE TRAFFIC CONTROL TRAINING CERTIFICATE # 100106501</p> <p>STATE OF VA FLAGGING CERTIFICATION #9836</p> <p>EIT - MAY 1998</p>
g. Document the extent and depth of your experience and qualifications relevant to the Project.	



1. Note your specific responsibilities and authorities for each assignment, not those of the firm.
2. Note whether experience is with current firm or with other firm.
3. Provide beginning and end dates for each assignment.

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)

VDOT ROUTE 288 PPTA PROJECT; CHESTERFIELD TO GOOCHLAND COUNTIES, VA (\$236M)

1. Mr. Selph was responsible for all aspects of project management of this 17.5 mile project including day to day operations of project team management, planning and scheduling, environmental management, negotiating subcontracts, the oversight and management of VDOT submittals and coordination, oversight of QA/QC implementation, supervision and budget maintenance. He also managed design changes with the Designer, performed surveying / layout engineering, and oversaw multiple crews as they performed earthwork, storm drainage, and roadway drainage and sub-structure construction. Mr. Selph oversaw the site environmental management including inspections and managing any necessary repairs. Mr. Selph worked closely with the bridge subcontractor on the construction of the 3,642 foot long bridge portion across the James River and developed the new subbase design improvement for that portion of Route 288. He initiated additional value engineering design changes that improved the overall quality of the completed project. The changes also aided in allowing additional portions of the new roadway to be open to the public; meeting timelines set not only by the Owner and the Counties, but, also those requested by the local commercial retailers and the surrounding communities.
2. *APAC Virginia; Design-Build Construction Manager*
3. *Oct. 2001 – Apr. 2004*

- ✓ Design-Build
- ✓ Aggressive Schedule
- ✓ Environmental Management
- ✓ Bridge Construction
- ✓ Roadway Construction

VDOT I-64 RESURFACING PROJECT, HENRICO COUNTY, VA (\$35M)

1. Mr. Selph directed paving and concrete crews that worked extreme hours, nights into days and through weekends to complete repairs and repaving for 5.5 miles of Interstate 64 between the I-95/I-195 “Bryan Park” interchange and Parham Road. Mr. Selph successfully managed the complex traffic control for this project, which included coordination with VDOT and emergency services, on over 800 traffic detours with as many as 12 detours in one night with no major incidents. He utilized three crews at night and continued paving with a fourth during day time hours, delivering the project 45 days ahead of schedule and exceeding the Owner’s milestone completion dates and project completion date. The project oversight area included all east and westbound through lanes and more than 30 ramps at five interchanges, as well as 2-lane semi-directional ramps at the I-95/I-195/I-64 Bryan Park interchange. The project scope included 60,000 SY full depth concrete repairs with 100,000 tons of stone matrix asphalt overlay, shoulder stone placement, pavement marking, and under-drain & guardrail crews/ subcontractors.
2. *American Infrastructure; Project Manager*
3. *Oct. 2009 – Nov. 2010*

- ✓ Complex TMP
- ✓ Aggressive Schedule
- ✓ Roadway Repairs/ Construction

VDOT K-77 I-95 NORTH AND SOUTH MILL & OVERLAY, CHESTERFIELD, VA (\$10.8M)

1. As Project Manager, Mr. Selph was responsible all aspects of this project, including planning and scheduling, negotiating subcontracts, oversight and management of VDOT submittals, coordination, oversight of QA/QC implementation, customer satisfaction, supervision of day-to-day paving operations, and budget maintenance of deep mill (5") asphalt rehabilitation with guard rail upgraded to current standard. The work performed on I-95 began at 0.67 miles south of the Maury Street overpass to the north end of Falling Creek Bridge for a total of over 30 lane miles and over 82,000 tons of asphalt concrete placement. Mr. Selph is responsible for overseeing MOT, including coordinating the removal of temporary traffic patterns prior to the morning commute each day. To date, the only issue encountered with meeting MOT requirements was due to an equipment malfunction. Mr. Selph was able to minimize the impact of this issue on the travelling public through effective coordination with VDOT and by removing the temporary patterns as quickly as possible. Mr. Selph managed quality control for the project, which required him to keep the team focused on geometry of keeping lanes squared up to less than 2" differential across all three lanes when removing 5" of material.
2. *American Infrastructure; Project Manager*
3. *May 2012 – Dec. 2012 (Anticipated)*

- ✓ Complex TMP
- ✓ Aggressive Schedule
- ✓ Roadway Repairs/ Construction



Appendix 3.4.1
Work History Forms

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: AIRPORT CONNECTOR ROAD Location: HENRICO COUNTY, VA	Name: DEWBERRY	Name of Client./ Owner: Transurban Phone: 804-822-3460 Project Manager: Richard Prezioso Phone: 804-822-3460 Email: rprezioso@transurban.com	MAY 2011	MARCH 2011	\$38,523	\$39,446 Change due to scope validation after engineering investigation was complete	\$39,446

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

AI Team Member: **AI-VA** Project Delivery Method: **DESIGN-BUILD / P3**

AWARDS/RECOGNITION:

- Received an overall rating of "Extremely Satisfied" (American Infrastructure Customer Survey 2010);
- Design-Build Institute of America Design-Build Merit Award for Transportation (2011);
- Worked a total of 152,546 man-hours with zero incidents;

PROJECT DESCRIPTION:

Richmond Airport Connector Road (ACR) is a lump sum, design-build project on which the AI-VA was fully responsible for design and construction in collaboration with the lead designer, Dewberry. The project consisted of approximately 1.6 miles (2.58 km) of four-lane roadway that will provide motorists with direct access to the Richmond International Airport from Route 895. Major quantities include: 422,737 CY of import, 16,541 LF of Storm Drainage, 111,511 SF of MSE Walls, 3 New Bridges (one crossing over existing 895 toll road), 1 Bridge Widening, 4 Box Culvert extensions, 133,507 TN of Stone Base and Paving. This project required advanced planning and design creativity from the AI-VA and Dewberry in order to ensure success. There were set schedule milestones so AI-VA managed critical path items on a daily basis to ensure the goals were met. AI-VA realized early on in the project that settlement periods would affect the critical path and adjusted the work schedule accordingly. AI-VA coordinated work with adjacent property owners. Planning was focused on reducing the impact to the environmentally sensitive site and surrounding wetlands. AI-VA worked together with key stakeholders to provide innovative Value Engineering solutions including adjusting the roadway alignment to reduce overall excavation, altering the storm water management design for ease of constructability and shortening the length of the bridges to reduce future maintenance costs. AI-VA also used innovative solutions for ground improvements and soils management including lime stabilization and geotextile fabrics. AI-VA was responsible for fully managing the QA and QC aspects of this project and is very familiar with the QA & QC procedures that the Department requires on their projects.

- ✓ Design-Build
- ✓ Contact Value >\$31M
- ✓ Complex MOT
- ✓ Aggressive Schedule
- ✓ Early Completion
- ✓ Environmental Management



Construction of 800' long, 35' tall 4-sided MSE wall between two bridges



Construction of straight MSE wall for bridge abutment over I-895

LESSONS LEARNED / KEYS TO SUCCESS:

- **Communication** – Open Communication between AI, Dewberry, the Department and Transurban reduced the need for rework on design changes and allowed the project team to know the Owner's goals before starting the work.
- **Partnering** – The AI Team implemented a formal partnering process with the Department and other stakeholders which included a set schedule, set project goals, and a dispute resolution process all managed by third party FMI.
- **Preplanning** – The AI Team initiated early coordination and approvals from third parties such as CSX, Henrico County, Dominion Power, and the Richmond Airport to expedite schedule.

"RAC experienced its fair share of the inevitable issues that will arise during the life of a project. What set this project apart from others was the manner in which the issues were addressed. The team managed to separate the issues from other ongoing efforts in a manner that allowed the project to continue making progress while the issue received the necessary focus." – Richard Prezioso (Recommendation letter for DBIA award)



Aerial View of the entire project

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: VDOT B26 – HAMPTON BLVD. GRADE SEPARATION Location: NORFOLK, VA	Name: STV	Name of Client./ Owner: VDOT Phone: 757-494-5470 Project Manager: Michael Johnson Phone: 757-494-5470 Email: michaelj.johnson@vdot.virginia.gov	Nov 2012	Estimated SEPT 2013 VDOT extended schedule completion due RR permit delay, unknown utilities encountered, and NS railroad coordination	\$38,245	Estimated \$43,000	Estimated \$43,000

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

AI Team Member: **AI-VA** Project Delivery Method: **BID-BUILD**

PROJECT DESCRIPTION:

This project provides infrastructure improvements for VDOT, the City of Norfolk, Norfolk Southern/Portsmouth Beltline Railroads, the Virginia Port Authority, and the Navy. AI-VA is responsible for coordinating, managing, constructing, and handing over the full scope of work on-schedule, as well as for quality and budget management.

This seven-tenth's of a mile roadway improvement will provide six lanes for through traffic and a median for left turn lanes as needed, as well as improved roadway lighting, signals and drainage. The existing at-grade conflict with the Norfolk Southern/Norfolk Portsmouth Beltline railroad is being removed by excavating the Hampton Boulevard 35 feet below existing grade and constructing a depressed roadway with a new underpass retaining wall founded upon over 1800 piles. Completed construction includes the two new at-grade bridges that provide rail and pedestrian access across Hampton Boulevard, the two-span steel railroad crossing bridge, and the a single span concrete bridge that provides vehicle access into Norfolk International Terminal and Naval Air Station Gate 6. A six-lane detour roadway with adequate median for turn lanes has been implemented without any issues and provides access into both NIT and NAS facilities.

Other roadway improvements include more improved access into Fleet Recreational Park, Pier 3 Access Road, and two side streets. In addition, 3,500 m of new rail will be installed to re-route rail traffic over the new steel bridge providing access to the Port of Virginia. This rail will serve to improve the yard layout in the Port.

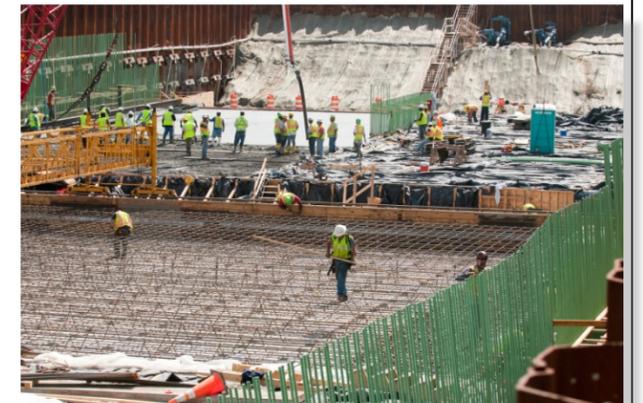
To facilitate drainage within the project limits, a new pump station and drainage outfall will be built to transport site-runoff to the Elizabeth River. The project also includes installation of new underground utility infrastructure for sanitary sewer, storm drainage and waterline for the Navy, the Department and the City of Norfolk. AI-VA is self-performing earthwork, bridge, and retaining wall construction.

LESSONS LEARNED / KEYS TO SUCCESS:

- **Tranparency** – By communicating immediately with the Department on any potential issues, AI-VA has created a level of trust with VDOT that has benefited project progress overall and an open communication process with daily coordination.
- **Piling Upheaval** – AI-VA expected upheaval due to piling, but the actual upheaval was significantly more than anticipated due to the continuous 3' distance between piles. This challenged was successfully managed

“The Department has been trending to a transparent agency looking out for the greater good of the public. American Infrastructure has shown the same qualities of openness and honesty through its Company's management, labor and overall business attitude in pursuing the construction of this project”. – *Michael J. Johnson, VDOT Construction Manager(Letter to David Passmore, AI-VA CM)*

- ✓ Contact value >\$31M
- ✓ Complex MOT
- ✓ Aggressive Schedule
- ✓ Bridge Construction



2012.10.31



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: K77 I-95 NORTHBOUND AND SOUTHBOUND MILL & OVERLAY Location: CHESTERFIELD COUNTY, VA	Name: NO PLAN CONTRACT	Name of Client./ Owner: VDOT Phone: 804-524-6433 Project Manager: Michael Saunders Phone: 804-524-6433 Email: Michael.Saunders@VDOT.virginia.gov	OCT 2013	ESTIMATED DEC 2012	\$10,823	Estimated \$11,500 Change due to increased quantities and change order to upgrade guardrail	Estimated \$11,500

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

AI Team Member: **AI-VA** Project Delivery Method: **BID-BUILD**

AWARDS/RECOGNITION:

- Scored 100% on VDOT's Interim Contract's Performance Evaluation
- 22,000 man hours with zero incidents
- Estimated project completion 10 months early

- ✓ Complex MOT
- ✓ Aggressive Schedule
- ✓ Over 80,000 TN of Asphalt Material

PROJECT DESCRIPTION:

The I-95 Northbound and Southbound Mill and Overlay Project is a bid-build project on which AI-VA is responsible for rehabilitating and patching approximately 5.7 miles of roadway and installing upgraded guardrails on the Northbound and Southbound lanes of I-95 in Chesterfield, VA. This project involved milling the existing road surface and replacing it with 5" SMA, with crews placing over 82,000 TN of material in a single season. American Infrastructure's Rockville Asphalt Plant supplied all of the SMA used on the project. AI-VA's Construction Manager and Project Manager have partnered closely with the owner's project manager to respond to unforeseen issues and to keep the public informed of both planned and unanticipated construction-related delays.

LESSONS LEARNED / KEYS TO SUCCESS:

- **Communication** – In order to manage MOT on the project, communication between the Department and AI-VA's project team was critical. Successful communication between both parties helped the Department keep the public informed of changing traffic patterns and temporary delays. It also helped the AI-VA effectively mitigate unforeseen issues during construction.
- **Quality Control** – To create a consistent paving surface and a high-quality finished product, AI-VA emphasized the importance of the crew's focus on keeping the lane geometry squared up to less than 2" differential across all three lanes when removing 5 inches of material.



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: JAMES MADISON HIGHWAY (ROUTE 15) PPTA DESIGN-BUILD Location: PRINCE WILLIAM COUNTY, VA	Name: BRANCH HIGHWAYS, INC.	Name of Client.: Prince William County Phone: 703-792-6825 Project Manager: Tom Blaser Phone: 703-792-6825 Email: tblaser@pwcgov.org	DEC 2009	DEC 2009	\$56,430	\$56,430	\$4,119

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

AI Team Member: **RDA** Project Delivery Method: **PPTA DESIGN-BUILD** Office where work was performed: **MANASSAS, VA**
RDA WAS THE LEAD DESIGNER (PRIME) 9300 W. Courthouse Road, Suite 300, Manassas, VA 20110

SPECIFICATIONS: Design and construct Route 15 from an existing two-lane roadway to an urban principal arterial, VDOT Std. GS-5 with 60mph design speed from Dominion Valley Drive to Route 234 (approximately 2.2 miles). Construct Route 15 widening from two to four lanes from I-66 to Utterback Lane (approximately 1.2 miles). Design and construct realigned Waterfall Road from its existing location to the intersection of Route 15/Sudley Road (approximately 0.3 miles). Realigned Waterfall Road is a Major Collector, VDOT Std. GS-7, with 45mph design speed. Design and construct Heathcote Blvd. Extended, from the intersection of Route 15 and Heathcote Boulevard to the intersection of Old Carolina Road and Heathcote Boulevard (approximately 0.3 miles). Heathcote Boulevard is a four-lane divided Urban Minor Arterial, VDOT Std. GS-6, with design speed of 45mph. Design and construct Old Carolina Road from existing two-lane roadway to the ultimate four-lane divided section—Major Collector, VDOT Std. GS-7, with 45mph design speed from the intersection of Old Carolina Road and Heathcote Boulevard to a point approximately 0.7 miles north. (Total Length of Work: 3.5 miles of Design and 4.7 miles of CEI).

- ✓ Design-Build
- ✓ Complex MOT
- ✓ Aggressive Schedule
- ✓ Environmental Management
- ✓ Bridge Construction
- ✓ Roadway Widening

PROJECT DESCRIPTION: RDA is the Lead Designer providing engineering design services, right-of-way acquisition services, environmental permitting and construction engineering/inspection services for the Route 15 PPTA project in Haymarket (Prince William County), Virginia.

The project consists of complete roadway and bridge construction for 2.2 miles of US Route 15, 0.3 miles of Waterfall Road, 0.7 miles of Old Carolina Road and 0.3 miles of Heathcote Boulevard. The project also includes construction of an additional 1.2 miles of Route 15 widening design by others. Project limits are from the I-66/Route 15 interchange on the south to the Route 15/Route 234 intersection on the north, including construction of bridge structures over Little Bull Run Creek and Catharpin Creek and a major box culvert at the Tributary to Catharpin Creek. RDA is serving as the Prime Engineering Consultant to Branch Highways, Inc., the Lead Contractor/Project Constructor responsible for development and construction. The project is being performed as a D-B venture under the Virginia PPTA Act of 1995. RDA's commitment to quality is demonstrated in their willingness to provide innovative solutions throughout the Design Build process. Working closely with the Department, Prince William County, Branch Highways and other stakeholders, RDA facilitated conflict resolution by providing numerous engineered solutions that were acceptable to all parties involved. These solutions enabled the project to maintain momentum, without compromising VDOT standards and requirements, and at the same time, met the team's budgetary constraints.



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: ROUTE 36 IMPROVEMENTS DESIGN-BUILD Location: CITY OF HOPEWELL AND PRINCE GEORGE COUNTY, VA	Name: ABERNATHY CONSTRUCTION CORPORATION	Name of Client.: VDOT Phone: 804-862-6450 Project Manager: R. Shane Mann, Phone: 804-862-6540 Email: Shane.Mann@vdot.virginia.gov	DEC 2012	DEC 2012 (ESTIMATED)	\$8,225	\$8,225	\$1,469

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

AI Team Member: **RDA** Project Delivery Method: **DESIGN-BUILD** Office where work was performed: **GLEN ALLEN AND FREDERICKSBURG, VA**
RDA WAS THE LEAD DESIGNER (PRIME) 927 Maple Grove Drive, Suite 105, Fredericksburg, VA 22407
 The design is complete and construction completion is anticipated in Dec. 2012. 301 Concourse Boulevard, Suite 120, Glen Allen, VA 23059

SPECIFICATIONS:

- Widen Route 36 (provide an additional lane in the eastbound direction), Urban Typical Section with Shoulders; 2,000 LF Urban Principal Arterial.
- Widen Route 36 (provide an additional lane in the eastbound direction), Urban Typical Section with Curb & Gutter; 2,500 LF Urban Principal Arterial.
- Widen Route 144 (provide an additional lane in the eastbound direction), Interchange Ramp Typical Section; 2,400 LF Urban Principal Arterial utilizing the Interchange Ramp GS Standard.
- Design a Spur Ramp from Route 144 eastbound to Route 36 westbound, Interchange Ramp Typical Section; 650 LF Interchange Ramp GS Standard.
- Realign/Reconstruct Route 144 westbound, Urban Typical Section with Shoulders; 2,200 LF Urban Principal Arterial.

PROJECT DESCRIPTION: RDA is the Lead Designer providing engineering design services, right-of-way acquisition services, environmental permitting, and construction engineering/ inspection services for this project. The project scope consists of roadway widening construction for approximately 1 mile of Route 36, 0.5 miles of Route 144, 0.2 miles of new roadway connection from Route 144 to Route 36 and 0.2 miles of widening to Sisisky Boulevard (Fort Lee entrance). Project limits are from 0.25 miles west of Sisisky Boulevard to 0.3 miles west of I-295 along Route 36 and from Route 36 to 0.5 miles west on Route 144. Access onto and off of Route 144 was designed to interchange ramp standards to facilitate higher speed access. The project is being performed as a Design-Build project utilizing ARRA funds.

AS THE LEAD DESIGNER FOR THE ROUTE 36 IMPROVEMENTS, RDA WAS RESPONSIBLE FOR THE FOLLOWING CRITICAL PROJECT ELEMENTS:

- **Coordination**—project coordination with VDOT, City of Hopewell, Prince George County, and US Army / Fort Lee Military Base.
- **Roadway Design**—included typical section development, horizontal and vertical geometry, traffic management plans, signage and marking, signalization plans and lighting plans.
- **Drainage Design**—included roadway drainage, cross drainage (culvert design), erosion/sediment control plans, and storm water management (quantitative and qualitative.)
- **Environmental Permitting**—permit drawings for all wetland (permanent and temporary) impacts, stream impacts, and hazardous materials/VOCs.
- **Right of Way Acquisition**—responsible for right of way and easement acquisition from 12 affected parcels.
- **Utility Relocation Coordination**—responsible for holding UFI meeting, developing easement requirements, evaluating UT-9 forms to determine cost responsibility, reviewing utility plan and estimates, and monitoring the relocation of affected utilities.
- **Subconsultant Management**—subconsultants reporting to RDA performed geotechnical, traffic signal design, underground utility designation and location, and others.

- | |
|--|
| <ul style="list-style-type: none"> ✓ Design-Build ✓ Complex MOT ✓ Aggressive Schedule ✓ Environmental Management ✓ Roadway Widening |
|--|



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: SUDLEY MANOR PPTA Location: PRINCE WILLIAM COUNTY, VA	Name: CH2M HILL, INC.	Name of Client.: Prince William County Phone: 703-792-6852 Project Manager: Tom Blaser Phone: 703-792-6825 Email: tblaser@pwcgov.org	FEB 2007	JAN 2007	\$24,139	\$34,708	\$1,200

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

AI Team Member: **RDA** Project Delivery Method: **PPTA**

Office where work was performed: **MANASSAS, VA**
9300 W. Courthouse Road, Suite 300, Manassas, VA 20110

RDA WAS THE LEAD DESIGNER (PRIME)

SPECIFICATIONS: Four-Lane Divided Highway, Urban Typical Section with Curb and Gutter, and Raised Median; 10,000 LF Urban Minor Arterial



PROJECT DESCRIPTION: Sudley Manor Drive was prepared for Prince William County on an accelerated schedule in accordance with the Public-Private Transportation Act of 1995 (PPTA). The project provides a direct connection from Linton Hall Road to the Prince William Parkway and Sudley Road area as called for in the Prince William County Comprehensive Plan. In addition to the 10,000-foot extension of Sudley Manor Drive (a four-lane urban minor arterial designed to accommodate future expansion to six lanes), the project included Linton Hall Road Improvements from Devlin Road to Broad Run. The project required close coordination with the Virginia Department of Transportation to meet the accelerated schedule for plan design, utility relocation, right-of-way acquisition and construction. This project has been constructed and placed under traffic. The project's typical section consisted of a four-lane roadway built on six-lane right of way with curb and gutter, raised median, sidewalk and a 10-foot wide shared use path to accommodate both pedestrians and bicyclists in the corridor. The design adhered to VDOT standards and policies throughout, incorporating standard pavement, incidentals, drainage and stormwater management design.

- ✓ Design-Build
- ✓ Complex MOT
- ✓ Aggressive Schedule
- ✓ Environmental Permitting
- ✓ Bridge Construction
- ✓ Roadway Widening



The Sudley Manor Drive project provided many challenges for the project team. The accelerated schedule required RDA to assemble construction plans within seven months of project kickoff while incorporating directives from the Contractor, VDOT and Prince William County into the design. Design issues that needed special consideration included: a bridge with MSE walls over a railroad; coordination of the project with several large fuel pipelines, the construction and access requirements of a new firehouse and several site developments; floodplain analysis and environmental considerations related to major stream crossings; and a traffic analysis and signal design. The project team also worked closely with VDOT to ensure a seamless transition between this PPTA project and the adjoining VDOT administered construction project on Linton Hall Road (also successfully designed by RDA). As demonstrated on this project, RDA's has the ability to deliver high quality design plans on an accelerated schedule and has experience working in partnership with VDOT, localities, contractors and utility companies on D-B projects to ensure that all stakeholders' objectives are adequately addressed. As part of this contract, RDA also provided survey services including complete boundary and topographic surveys, in addition to plat preparation for more than 50 properties.





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804-290-8500



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